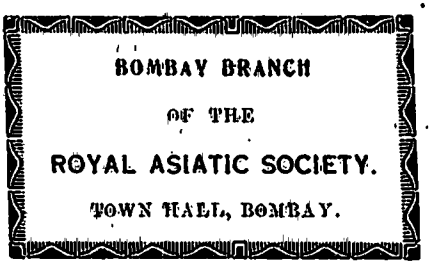
Report of the
Bombay Chamber of Commerce
1884-85

00133553



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REPORT

OF THE

BOMBAY CHAMBER OF COMMERCE

FOR THE

133553

YEAR 1884-85.

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 13TH JANUARY, 1886.

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1886.

BOMBAY:

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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER, 1836.

Honorary Members.

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A. H. CAMPBELL, Esq.
J. M. MACLEAN, Esq., M.P.
Colonel L. CONWAY-GORDON.

Members.

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AHMEDBHOY HUBIBBHOY, Esq.
DINSHAW MANOCKJEE PETIT, Esq.
THE STANDARD LIFE ASSURANCE COMPANY.
THE SOUTH BRITISH FIRE AND MARINE INSURANCE CO. OF NEW ZEALAND.
THE NEW ORIENTAL BANK CORPORATION, LIMITED.
THE AGRA BANK, LIMITED.
THE BANK OF BOMBAY.
THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.
THE COMPTOIR D'ESCOMPTE DE PARIS.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE NATIONAL BANK OF INDIA.
THE G. I. P. RAILWAY COMPANY.
THE B. B. & C. I. RAILWAY COMPANY.
THE P. & O. S. N. COMPANY.
THE AUSTRO-HUNGARIAN LLOYD'S S.N. COMPANY.
THE RUBATTINO S. N. COMPANY.

RETIRING COMMITTEE.

The Hon'ble F. FORBES ADAM, *Chairman.*
* A. F. BEAUFORT, Esq., *Deputy Chairman.*

Major W. S. S. BISSET, R.E.
GEORGE COTTON, ESQ.
† J. FACHIRI, ESQ.
† D. MACIVER ESQ.
W. A. BAKER, ESQ
} *Members.*

COMMITTEE FOR 1886.

The Hon'ble. F. FORBES ADAM, *Chairman.*
A. F. BEAUFORT, Esq., *Deputy Chairman.*

G. A. BARNETT, ESQ., C.I.E.
A. BLASCHECK, ESQ.
C. LOWELL, ESQ.
A. ARTHUR, ESQ.,
J. JANNI, ESQ.
} *Members.*

JOHN MARSHALL, ESQ., *Secretary.*

* Mr. M. R. Wyer, who was elected Deputy Chairman for the year, having resigned office on his leaving for England in May, Mr. A. F. Beaufort, who was appointed to fill up the vacancy on the Committee, was elected Deputy Chairman.

† Messrs. J. Fachiri and D. MacIver were elected members of the Committee in place of Messrs. F. D. Parker and D. H. Glade, who also left for England in May.

PUBLIC HOLIDAYS

Sanctioned by Government for the year 1886, *under Section* 25 *of Act XXVI. of* 1881, *entitled the "Negotiable Instruments Act,* 1881."

New Year	2nd January	Saturday	1 Day
Holi	20th March	Saturday	1 ,,
Ramnavami	12th April	Monday	1 ,,
Easter	24th and 26th April.	Saturday & Monday	2 Days
Queen's Birthday / Adar Feast	24th May	Monday	1 Day
Cocoanut Day	14th August	Saturday	1 ,,
Gokal Ashtami	23rd August	Monday	1 ,,
Ganesh Chaturthi	1st September	Wednesday	1 ,,
Parsi New Year's Day	17th and 18th Sept.	Friday & Saturday	2 Days
Khordadsal	23rd September	Thursday	1 Day
Dassara	7th October	Thursday	1 ,,
Moharrum	9th October	Saturday	1 ,,
Dewali	26th, 27th, & 28th Oct.	Tuesday, Wednesday and Thursday	3 Days
Christmas	24th & 27th Dec.	Friday and Monday	2 ,,
New Year	31st December	Friday	1 Day

HOLIDAYS UNDER CHARTER-PARTIES

FOR THE YEAR 1886.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce held on the 22nd July, 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be Holidays under Charter-Parties for the year 1886 :—

New Year's Day	1st January	Friday	1 Day.
Holi	20th March	Saturday	1 ,,
Easter	23rd April	Friday	1 ,,
Queen's Birthday	24th May	Monday	1 ,,
Cocoanut Day	14th August	Saturday	1 ,,
Gokal Ashtami	23rd August	Monday	1 ,,
Pateti	18th September	Saturday	1 ,,
Dassara	7th October	Thursday	1 ,,
Moharrum	9th October	Saturday	1 ,,
Dewali	26th & 27th October	Tuesday & Wednesday	2 Days
Christmas	25th & 27th Dec.	Saturday & Monday	2 ,,

By order of the Committee,

JOHN MARSHALL,
Secretary.

Bombay Chamber of Commerce, 11th December, 1885.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

Revised and adopted down to the Annual General Meeting of the Chamber held on the 13th January, 1886.

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and other means assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 15 per mensem.

VI. The affairs and funds of the Association shall be managed by a Committee of seven Members, consisting of the Chairman and Deputy Chairman of the Chamber and five Members. The Chairman or Deputy Chairman, as the case may be, shall be *ex-officio* Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee:—

1. The Committee shall consist of seven Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman, of whom the two latter officers shall be elected by ballot.
2. A separate ballot for the election of Chairman and Deputy Chairman shall take place annually on different days, between the 1st and 20th of December in each year, as may be fixed by the then sitting Committee: the election of Chairman shall take place first. The new Committee shall take office on the 1st of January in each year, and continue to act until the 31st December following. Should any delay take place in the election of the new Committee, the retiring Committee shall hold office until the new Committee is formed.
3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway, and Shipping interests.
4. Two members of one Firm shall not be on the Committee at the same time.
5. No Member of the Chamber shall give more than one vote for a candidate.
6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, seven clear days before the election takes place.
7. The retiring Committee shall appoint two days, for the election of Chairman, and two days for the election of Deputy Chairman, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on each day.
8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.
9. The retiring Committee shall appoint two Scrutineers, who at 6 P.M. on the second day of each ballot, shall open the box and declare the result.
10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or of both refusing to act, there shall be a fresh election for either or both offices.
11. In the event of an equality of votes preventing the due

election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman ; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship, which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney ; the officers in charge of Banking and Shipping establishments ; the representatives of Railway and Joint Stock Companies ; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall meet on Friday, or on such other day as may be found by them most convenient, of every week, to receive and dispose of all communications and references, and to take under their consideration generally all matters embraced in the objects of the Chamber ; and their proceedings shall be laid on the table for the inspection of all Members, subject to such regulations as they may make.

X. General Meetings of the Chamber shall be held quarterly, and at such other times as may be decided upon by the Committee, for the purpose of discussing any measures of public interest which may arise, and the Committee of the Chamber shall be entrusted with the selection of subjects for discussion at such Meetings, and they shall give notice of the same to the Members at least three days before the Meeting. The Annual General Meeting shall be held in the month of January, on such day as the Committee for the time being shall direct, and seven days' notice shall be given of such Meeting. A Special General Meeting shall be called by the Chairman, or by his order, or, if there be no Chairman, by the Secretary, within seven days after the receipt of a requisition from any three Members of the Chamber, but a majority of Members qualified to vote at a Meeting shall be required to constitute such General Meeting. All General Meetings of the Chamber shall be advertised in the newspapers.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Treasurer or Treasurers for the time being and the same shall be available by cheques signed by the Chairman or in his absence by the Acting Chairman for the time being, and by

one other Member of the Committee; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. A Secretary shall be appointed by a majority of Members in such way as the Committee for the time being may point out; and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, handing the same over to the Treasurer, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. *Honorary Members.*—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. An Annual Report of the proceedings shall be made, and copies sent to the similar Associations in India, China, and elsewhere.

XVIII. The foregoing Rules shall be added to, or altered, only by a majority of Members of the Chamber.

XIX. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber, and shall be printed, and a copy delivered to each Member.

RULES FOR THE ELECTION OF PORT TRUSTEES.

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.
2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.
3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 a.m. till 6 p.m. on each day.
4. Votes may be given either in person or through any one duly authorized by a member of the Chamber.
5. The Committee shall appoint two scrutineers who, at 6 p.m. on the second day of the ballot, shall open the Box and declare the result.
6. The candidates who have the largest number of votes shall be declared duly elected.
7. In the event of an equality of votes preventing the due election of any of the Trustees, the members of the Chamber shall vote afresh in the manner above laid down.
8. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August, 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following Regulations :—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take counsel's opinion, or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port

12.—A fee of Rupees Thirty shall be payable to the Secretary o the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows :— Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants Association, 28th January, 1885.

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen:—

Mr. Damodher Thackersey, of Messrs. Thackersey Mooljee and Sons.
" Jairam Naranjee, of Messrs. Visram Mowjee and Co.
" Purshotum Naranjee.
" Ramjee Lukhmidass.
" Karsondas Hulloo.
" Purshotum Oodowjee.
" Jewraz Dayal, of Messrs. Ghella Dayal.
" Purshotum Govindjee, of Messrs. Damoder Haridas.
" Jaitha Naranjee.
" Ratansey Canjee.
" Purshotum Govindjee, of Messrs. Bhanjee Gopaljee.
" Kanjee Dharamsey.
" Karamchand Callianjee, of Messrs. Ladha Callianjee.
" Hemraj Canjee.
" Morarjee Doongersey, of Messrs. Meghjee Govind.
" Lakhmidas Bhimjee, of Messrs. Bhimjee Rowjee.
" Jewram Vussonjee, of Messrs. Jugjeewan Govindjee.
" Ramdas Bhanjee.
" Chatoorbhooj Sewjee, of Messrs. Goculdas Sewjee.
" Damodhur Callianjee, of Messrs. Morarjee Callianjee
" Purshotum Cooverjee, of Messrs Tricumdass Purshotum
" Purshotum Lakhmidass.
" Mowjee Premjee Toolseedas.
" Damodur Goculdass, of Messrs. Morarjee Goculdas & Co.
" Nuserwanjee Bezonjee, of Messrs Hormusjee Bezonjee.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following

gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

The Hon'ble F. Forbes Adam, of Messrs. W. & A. Graham & Co.
Mr. J. L. Symons, of Messrs. Finlay, Muir & Co.
" A. F. Beaufort, of Messrs. Lyon & Co.
" E. Miller, of Messrs C. Macdonald & Co.
" R. B. Sedgwick, of Messrs. Killick, Nixon & Co.
" J. Thorburn, of Messrs. Sir Charles Forbes & Co.
" A. Abercrombie, of Messrs. Latham, Ambercrombie & Co.
" C. Douglas, of Messrs. Ritchie, Steurt & Co.
" A. Pallis, of Messrs. Ralli Brothers
" H. A. Richardson, of Messrs. Wallace & Co.
" J. G. Russell, of Messrs. Benn, Ashley & Co.
" J. Y. Lang, of Messrs. Lang, Moir & Co.
" A. Ertel, of Messrs. Volkart Brothers.
" H. Curjel, of Messrs. Punnett & Co
" J P. Cornforth, of Messrs. Aldridge, Salmon & Co.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be rupees fifteen, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

RULES AND REGULATIONS

For the Measurement by Callipers upon Exports from Bombay of Cotton, Wool, Hemp, and other Pressed Bales.

I. CALLIPERS shall from time to time be submitted to the Secretary of the Chamber of Commerce, and, if found correct, shall be branded with a stamp bearing the name of the Chamber, to indicate the same.

II. If, from use or otherwise, any Calliper should get out of order and be objected to, the party objecting shall send the Callipers to the Chamber for examination, and should the objection be valid, the Chamber's stamp shall be defaced by the Secretary. If, however, the objection is found to be groundless, the Secretary shall give a note to that effect, and the party objecting shall be bound by his decision.

III. Any Callipers found incorrect, and on which the stamp has been defaced, may be re-stamped after adjustment.

IV. No measurements shall be held good except such as are taken by Callipers bearing the Chamber's stamp.

V. Public Measurers shall be appointed under the authority of the Chamber of Commerce, and stationed at the different Bunders, to Measure pressed bales of Cotton, Wool, Hemp, and other merchandise.

VI. A Fee, the amount of which shall in no case exceed half an anna per bale, but which may be regulated by the Chamber from time to time in order to meet the expenses of the necessary establishment, shall be levied on all bales measured by the duly appointed Measurers.

VII. No bales shall be measured without the production of the Custom House Pass bearing the endorsement of the Measurement Fee Clerk, to the effect that the Fee has been paid.

VIII. The Measurers shall measure not less than five bales in every hundred, ascertaining the length of the bale and the greatest width and depth over the lashings, and as near the centre of the bale as possible, but not over the knots.

IX. The Measurer shall give a Certificate of Measurement, which must accompany the bales to the ship or steamer, and shall furnish the Shipper with a copy thereof. This Certificate, which shall be retained by the ship, shall state—

The date and hour of measurement,	The name of the ship or steamer,
The number of the boat,	The number of bales,
The name of the tindal,	The marks of the bales,
The name of the shipper,	The measurement.

X. The Shipper shall, if required, in writing, give the Agent of the ship or steamer notice in writing, of the time when, and the name of the Bunder on which his bales will be measured, in order that the ship or steamer may be represented.

XI. The bales shall be alongside the ship or steamer within 36 hours after measurement, weather permitting, or the certificate shall be void, and the bales shall be re-measured on board, written notice, however, in

such case being given to the shipper, so that he may have the option of attending.

XII. The salaries of the Measurers, and all other expenses connected with this scheme of measurement, shall be paid by the Chamber from the Fee Fund raised under these Rules.

XIII. All matters pertaining to the measurement of Cotton, as defined above, including the appointment of the Measurers, the fixing of their salaries, the payment of the same, and the doing of all things necessary for a proper and economical working of the scheme, shall be placed in charge of the General Committee of the Chamber.

XIV. No refund of Measurement Fees shall be allowed for sums under one Rupee.

XV. No claim for refund shall be allowed, unless presented within one month from the date of vessel's departure.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Chamber of Commerce, and adopted at the General Meetings held on the 9th August, and the 31st of October, 1876.

IMPORT, EXPORT, AND GENERAL BUSINESS.

	Per Cent.
1. On effecting insurance	½
2. On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	2½
3. On the sale or purchase of goods of all denominations (except as under)	5
4. On purchases of all kinds with the proceeds of goods sold, and on which a commission of 5 per cent. has been previously charged	2½
5. On the sale or purchase of ships, houses, and lands, of opium, and of diamonds, pearls, and jewellery of all descriptions ...	2½
6. On the sale or purchase of treasure or bullion	1
7. On the sale or purchase of cattle	5½
8. On goods consigned which are disposed of by outcry or sent to a shop, on net proceeds	5
9. On goods consigned and afterwards withdrawn, invoice cost ...	2½
10. On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	2½
11. On attending the delivery of contract goods to the Government or individuals...	2½
12. On collecting house rent	2½
13. On sale or purchase of private Bills of Exchange	1
14. On effecting remittances by Bills of Exchange	1
15. On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government paper from one constituent to another	½
16. On surrendering or depositing in the Treasury Government Securities of all descriptions	½
17. On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent	2
18. On debts when a process at law by arbitration is necessary ...	2½
19. On debts when recovered by such means	5
20. On managing the affairs of the estate for an executor or administrator	5
21. On recovering funds from a bankrupt estate	2½
22. On guaranteeing bills, bonds, or debts in general, by endorsement or otherwise	2½
23. On bills of exchange returned, noted or protested	1
24. On granting and cashing letters of credit	2½
25. On becoming security to Government or public bodies in any case	2½
26. On depositing Government paper as security for constituents..	1
27. On receipt or payment, at the option of the Agent, of all moneys not arising from proceeds of goods on which commission has been previously charged	1
28. In cases where the debtor side of the account exceeds the creditor side, including the balance of interest, commission to be charged at the rate of	1

NATIVE CONSIGNMENTS. Per Cent.

29. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

30. On procuring freight 5

"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."

Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.

31. On collecting freight 2½
32. On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party 5
33. On shipping goods of every description on which no commission for the purchase has been charged 2½
34. On shipping treasure, bullion, and jewellery 1
35. On ship's disbursements when in funds 1
36. On ship's disbursements when not in funds 2½
37. On account of passage-money, whether the same passes through the Agent's hands or not 5
38. For executing orders to Charter or engage Tonnage in Bombay or at outports 2½
39. On realizing Bottomry Bonds or negotiating any loan on *respondentia* 2½
40. On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold ... 2½
If Opium, Indigo, Raw Silk or Silk Goods 1½
If Treasure, Precious Stones, or Jewellery ... ... ½
41. On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo 5
42. On ships leaving the Port in ballast which have been consigned inward, 6 annas per ton upon the English net registered tonnage.
43. On steamers leaving the Port in ballast which have been consigned inward, 8 annas per ton upon the English net registered tonnage.
44. On Ships leaving the Port in ballast which have been consigned inwards and outwards, 12 annas per ton upon the English net registered tonnage.
45. On steamers leaving the Port in ballast, which have been consigned inward and outward, Re. 1 per ton upon the English net registered tonnage.

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 30 *of the General Rates of Commission which fixes the rate "on procuring freight."*

SHIP FREIGHT INWARDS TO BOMBAY.
PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March, 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August, 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January, 1877, from which date payment will be regulated in conformity with the following Resolution:—

46. "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.
PAYABLE IN BOMBAY.]

RESOLUTION passed at the Annual General Meeting of the Chamber on the 31st October, 1876:—

47. "That difference of freight, outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation on the shipping order or charter party to the contrary), shall be converted into Indian currency at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week: 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interes until the due date of the freight."

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That having considered the question of ante-dating bills of lading, either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel from the agent of the vessel that has failed to take in his cargo. If the latter declines or omits to grant this, that he should himself have the power to engage the necessary tonnage, and to claim on the said agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October, 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously :—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary" :—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton,
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight,
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered,
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October, 1872.

SHIPS.

At a General Meeting of merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June, 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried :—"That from and after the 1st of January, 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co,

and carried unanimously :—" That the Freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously :—" That when Freight is payable on weight, the same is to be on the Net Weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

AT the General Meeting of the Bombay Chamber of Commerce, held on 22nd July 1881, the following Resolutions were passed :—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the remeasurement of any particular article of export may have an opportunity of bringing forward his proposal by resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

AT a General Meeting of the Bombay Chamber of Commerce, held on the 20th of July 1883, the following Resolution was passed :—

That Rule I. prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead weight.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	...	16 cwt.
Alum, in bags	16 cwt.	...	20 ,,
Annato, in cases	40 feet.	...	50 feet.
Apparel	do.	...	50 ,,
Arrowroot, in cases ...	do.	...	50 ,,

Articles.	Steamers Old Scale.	Steamers New Scale.	Ships.
	To the Ton.	To the Ton.	To the Ton.
Assafœtida, in cases ...	40 feet.	...	50 feet.
Bajree, in bags	16 cwt.	18 cwt.	20 cwt.
Barilla	16 do.	...	20 ,,
Barley (in bags)	...	15 cwt.	...
Bees' Wax, in cases ...	40 feet.	...	50 feet.
Betelnut, in bags	13 cwt.	...	16 cwt.
Blackwood, in straight square logs	40 feet.	...	50 feet.
Do. otherwise ...	16 cwt.	...	20 cwt.
Bone meal and bone dust ...	...	20 cwt.	20 ,,
Bones, crushed, in bags ...	...	...	...
Do. loose	...	...	...
Books	40 feet.	...	50 feet.
Borax, in cases	do.	...	50 ,,
Do. in bags	16 cwt.	...	20 cwt.
Buffalo horns, in bundles ...	...	6 cwt.	8 ,,
Bullion	per cent.	...	per cent.
Camphor, in cases	40 feet.	...	50 feet.
Canes, Rattans, in bundles ...	13 cwt.	...	16 cwt.
Cardamoms, in bundles ...	40 feet.	...	50 feet.
Cassia Lignea, Fistula, and Buds	do.	...	50 ,,
Chasum	8 cwt.	...	10 cwt.
China Root, in cases ...	40 feet.	...	50 feet.
Cigars	do.	...	50 ,,
Cinnamon, in bales... ...	...	...	6 cwt.
Do. in cases ...	40 feet.	...	50 feet.
Cloves, in cases	do.	...	50 ,,
Do. in bags or frazils ...	8 cwt.	...	10 cwt.
Coals	...	...	20 ,,
Cocoa, in bags	10 cwt.	...	12 ,,
Coculus Indicus, in bags ...	13 do.	...	16 ,,
Coffee, in cases	40 feet.	...	50 feet.
Do. in bags or frazils ...	12 cwt.	...	16 cwt.
Coir, in bales...	40 feet.	...	50 feet.
Do. in bundles or loose ...	5 cwt.	...	6 cwt.
Do. Rope, in coils ...	40 feet.	...	8 ,,
Colocynth, in cases ...	do.	...	50 feet.
Colombo Root, in bags ...	8 cwt.	...	14 cwt.
Copra, in robins	8 do.	...	12 ,,
Do. in bags	...	...	12 ,,
Coral, Rough (not specimen), in bags...	16 cwt.	...	20 ,,
Cotton Seed	...	13 cwt.	...
Cotton, in bales	40 feet.	...	50 feet.
Cowries, in cases	40 do.	...	50 ,,
Do. in bags	13 cwt.	...	20 cwt.
Cubebs	10 do.	...	12 ,,
Cummin Seed, in cases ...	40 feet.	...	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed.	13 cwt.	...	16 cwt.
Dates, wet	16 do.	...	20 ,,
Do. dry	13 do.	...	16 ,,
Dhall, crushed (in bags) ...	...	17 cwt.	...
Dragon's Blood, in cases ...	40 feet.	...	50 feet.
Ebony, square and straight ...	do.	...	50 ,,
Do. otherwise	16 cwt.	...	20 cwt.
Elephants' Teeth, in cases ...	40 feet.	...	50 feet.
Do. in bundles..	14 cwt.	...	18 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Elephants' Teeth, loose ...	16 cwt.	...	20 cwt.
Furniture.	40 feet.	...	50 feet.
Galingals.	10 cwt.	...	12 cwt.
Galls, in bags..	13 do.	...	16 ,,
Do. in cases	40 feet.	...	50 feet.
Ginger, dry, in cases ...	do.	...	50 ,,
Do. in bags ...	10 cwt.	...	12 cwt.
Gram (in bags)	15 do.	17 cwt.	20 ,,
Groundnuts, shelled ...	13 do.	...	16 ,,
Do. unshelled ...	...	6 cwt.	8 ,,
Gums, of all kinds, in cases ...	40 feet.	...	50 feet.
Gum Olibanum, in bags ...	13 cwt.	...	16 cwt.
Hurtall, in cases	40 feet.	...	50 feet.
Hemp, in screwed bales ...	do.	...	50 ,,
Do. loose or in bundles ...	5 cwt.	...	7 cwt.
Hides and Skins, in screwed bales...	40 feet.	...	50 feet.
Do. loose and in small bundles.	do.	...	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	...	16 ,,
Do. Deer, loose.. ...	6 do.	...	8 ,,
Horn Tips, of any kind ...	13 do.	...	16 ,,
Indigo, in cases	40 feet.	...	50 feet.
Jackwood	do.	...	50 ,,
Jowaree, in bags	16 cwt.	18 cwt.	20 cwt.
Lac Dye, in shells or cases ...	40 feet.	...	50 feet.
Lang, in bags	16 cwt.	18 cwt.	20 cwt.
Lang crushed (in bags) ...	...	17 ,,	...
Linseed, in bags	16 do.	...	18 ,,
Mace, in cases	40 feet.	...	50 feet.
Maize (in bags)	...	16 cwt.	...
Mother-o'-Pearl, in cases ...	do.	...	50 ,,
Do. in bags ...	16 cwt.	...	20 cwt.
Mowra Flowers	16 do.	18 cwt.	20 ,,
Mowra Seed, in bags ...	13 do.	...	16 ,,
Munjeet or Madder Root, in cases or bales...	40 feet.	...	50 feet.
Do. in bundles or bags...	8 cwt.	...	12 cwt.
Musk, in cases	40 feet.	...	50 feet.
Mussor, in bags	16 cwt.	20 cwt.	20 cwt.
Myrabolams, in bags ...	13 do.	...	16 ,,
Niger Seed	14 do.	...	17 ,,
Nutmegs, in cases... ...	40 feet.	...	50 feet.
Nux Vomica, in cases ...	do.	...	50 ,,
Do. in bags ...	13 cwt.	...	16 cwt.
Oil, of any kind, in casks ...	40 feet.	...	210 Im. gals.
Oil-seeds—			
Castor Seed	14 cwt.	...	17 cwt.
Teel or Gingelly Seed ...	do.	15 cwt.	...
Rape Seed	do.	16 ,,	...
Mustard Seed	do.	16 ,,	...
Opium	per chest.	...	per chest.
Paddy, in bags	13 cwt.	...	16 cwt.
Pepper, in bags	13 do.	...	16 ,,
Pimento	12 do.	...	14 ,,
Plumbago, in bags... ...	16 do.	...	20 ,,
Poppy Seed, in bags (1½ cwt.)	14 do.	...	17 ,,
Do. double bags (1½ ,,)	13 do.	...	16 ,,

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Poppy Seed, single bags (1¼ cwt.).	14 cwt.	...	17 cwt.
Do. double bags (1¼ „)	14 do.	...	17 „
Rattans, in bundles ...	13 do.	...	16 „
Do. Ground	13 do.	...	16 „
Red Wood	13 do.	...	16 „
Rhubarb, in cases	40 feet.	...	50 feet.
Rice, in bags	16 cwt.	18 cwt.	20 cwt.
Safflower, in cases... ...	40 feet.	...	50 feet.
Do. in screwed bales ...	do.	...	50 „
Do. in bags	8 cwt.	...	10 cwt.
Sago, in cases	40 feet.	...	50 feet.
Sal Ammoniac, in cases ...	do.	...	50 „
Do. in bags ...	15 cwt.	...	18 cwt.
Salt	...	28 Indian maunds of 82⅔ lbs.	28 Indian maunds of 82⅔ lbs.
Saltpetre	16 do.	...	20 cwt.
Sandal and Sapan Wood ...	11 do.	...	16 „
Sealing Wax, in cases ...	40 feet.	...	50 feet.
Senna, in bags	5 cwt.	...	6 cwt.
Do. in bales	40 feet.	...	50 feet.
Shells, Rough, in bags ...	16 cwt.	...	20 cwt.
Silk, in bales	8 do.	..	10 „
Do. in cases	40 feet.	...	50 feet.
Soap, in cases	do.	...	50 „
Sugar, in bags	16 cwt.	...	20 cwt.
Talc	16 do.	...	20 „
Tallow	40 feet.	...	50 feet
Tamarinds	15 cwt.	...	18 cwt.
Tea, in chests	40 feet.	...	50 feet.
Timber, Teak : Square Planks and Poon ...	do.	...	50 „
Do. Round, one-fifth off ...	...	...	...
Tobacco, in bales	40 feet.	...	50 „
Tortoise Shells, in chests ...	do.	...	50 „
Turmeric, in bags	11 cwt.	...	13 cwt.
Tutenague	16 do.	...	20 „
Unrated Wood	11 do.	...	14 „
Weed Seed (in bags) ...	...	10 cwt.	...
Whanghees (*vide* Canes) ...	13 do.	...	16 „
Wheat	16 do.	18 cwt.	20 „
Wines and Spirits, in casks ...	40 feet.	...	50 feet.
Do. in cases ...	do.	...	50 „
Wool, in screwed bales ...	do.	...	50 „
Zedory	16 cwt.	...	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

SCALE OF LANDING CHARGES,

CHARGEABLE TO CONSIGNEES FOR THE LANDING OF GOODS.

Sanctioned by the Bombay Chamber of Commerce, at the Annual General Meeting of the Members held on the 30th of October, 1877.

[These rates are understood to be maximum rates and to cover landing, cranage, and delivery on the Bunder, but not Bunder Fee.]

ARTICLES.	How Charged.	Rs.	a.	p.
Almonds	Bag.	0	1	0
Alum	Ton.	1	4	0
Arrowroot	In moras of 1½ cwt.	0	2	0
Do.	In cases of 1 cwt.	0	2	0
Asphalte	Ton.	1	4	0
Assafœtida	Bag.	0	6	0
Beer and Porter	Hogshead.	0	8	0
Beads	Case.	0	5	0
Boilers	...	Special.		
Books	Ordinary Case.	0	5	0
Boots	Case.	0	5	0
Borax	Do.	0	5	0
Brassware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Brass Leaves	Case.	0	2	0
Bricks, Fire	Ton.	1	4	0
Bullion...	...	Special.		
Camphor	Case.	0	4	0
Do.	Tub.	0	1	6
Candles	Cwt.	0	3	0
Canvas...	Bale.	0	5	0
Cardamoms	Bag.	0	2	0
Do....	In cases of 2 cwt.	0	6	0
Carpets	Package.	0	7	0
Carriages	Each.	8	0	0
Cashewnuts	Bag.	0	2	0
Cassia	Case.	0	3	0
Cement	Ton.	1	12	0
Chalk	Do.	1	4	0
Chillies	Bag.	0	1	0
Cheroots	In cases of 10,000.	0	8	0
Clay, China, or Fire	Ton.	1	12	0
Cloves	Bag not exceeding 1½ cwt.	0	1	3
Cochineal	Case.	0	5	0
Cocoanuts	Bundle.	0	2	0
Coal (on the South of the P. & O. Co.'s Dock)	Ton.	0	12	0
Do. (on the North of the P. & O. Co.'s Dock)...	Do.	1	0	0
Coffee (in Bags)	Do.	1	8	0
Coir	In bundles of cwt.	0	1	0

ARTICLES.	How Charged.	Rs.	a.	p.
Copper and Yellow Metal (in Cases)...	Ton.	1	12	0
Do. do. (in Cakes or Slabs)	Do.	1	6	0
Copra	Bag.	0	1	0
Do.	Robbin.	0	2	0
Copperas or Sulphate of Copper ...	Ton.	1	12	0
Cotton, Full-pressed Bales... ...	Bale.	0	5	0
Do. (Unpressed) in Docras and Half-pressed Bales	Cwt.	0	1	6
Crackers	Case.	0	4	0
Crockery	Cask or Crate.	1	0	0
Dates, dry (in Mats or Bags) ...	Cwt.	0	1	0
Do. wet(do. do.) ...	Do.	0	1	0
Drugs	Bag or Case.	0	5	0
Fishmaws and Sharkfins	Bag.	0	4	0
Flax	Bale.	0	5	0
Flour	Ton.	1	12	0
Fruits, dried (in Bags, &c.)... ...	Cwt.	0	1	0
Ghee	Dubber.	0	4	0
Ginger, dried	Case or Bag.	0	3	0
Glass, Window	Case.	0	2	0
Grain of all sorts	Bag.	0	1	0
Groundnuts	Do.	0	1	0
Gums (in Bags)	Cwt.	0	1	0
Gunny Bags	Bale.	0	6	0
Do. Bundles (Bundle of 50) ...	Bundle.	0	1	0
Haberdashery and Millinery ...	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Hardware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Hides (in pressed Bales)	Cwt.	0	1	0
Indigo	Case.	0	6	0
Ironmongery (with cranage) ...	Ton.	1	12	0
Do. (without do.) ...	Do.	1	4	0
Iron (Loose and in Bundles) ...	Do.	1	4	0
Do. Pig	Do.	1	0	0
Jaghery	Bag.	0	1	0
Jute	Bale.	0	5	0
Lashings	Do.	0	5	0
Lead Sheets	Ton.	1	12	0
Lead, Pig	Do.	1	4	0
Mace	Case.	0	3	0
Machinery (weight or measurement as per Bill of Lading)	In pieces under a ton, per ton.	1	12	0
Marble Slabs	Do.	2	0	0
Matches	Case.	0	5	0
Mats of sorts	Cwt.	0	1	0
Medicine	Case.	0	5	0
Millinery and Haberdashery e ...	Small Case	0	4	0
Do. do.	Large do.	0	6	0
Nuts of sorts (in Bags)	Cwt.	0	1	0
Nutmegs (in Bags or Cases) ...	Do.	0	1	0
Oils (in Casks)	Ton.	2	0	0
Oil (Kerosine)	Case.	0	1	0
Oilmanstores	Large Case.	0	3	0
Do.	Small do.	0	1	0
Paper	Bale or Case.	0	5	0
Do. China	Do.	0	3	0
Paint (in Oil)	Ton.	2	8	0
Pepper (in Bags)	Cwt.	0	1	0
Pianos	Each.	5	0	0
Piece Goods from Europe	Bale or Case.	0	5	0

Articles.	How Charged.	Rs.	a.	p.
Porter and Beer	Hogshead.	0	8	0
Quicksilver	Bottle.	0	3	0
Red Lead	Ton.	1	12	0
Rice	Bag not exceeding 1½ cwt.	0	1	0
Rope (with cranage)	Ton.	2	0	0
Do. (without do.)	Do.	1	8	0
Saffron	Case.	0	5	0
Safflower	Bag.	0	2	0
Saltpetre (in Bags)	Cwt.	0	1	0
Seeds, in Bags	Do.	0	1	0
Sharkfins and Fishmaws	Bag.	0	4	0
Shells (Mother-o'-Pearl), in Bags ...	Cwt.	0	1	0
Shellac	Case.	0	4	0
Silk, China	Bale.	0	6	0
Do. Pieces	Case.	0	6	0
Skins, Goat (in Bales or Bundles) ...	Cwt.	0	1	0
Spelter	Ton.	1	4	0
Spices, in Bags or Cases	Cwt.	0	1	0
Spirits, Wine and Beer, per dozen Quarts or 2 dozen Pints	Dozen.	0	1	0
Stationery	Package.	0	5	0
Steel (in Kegs and Loose)	Ton.	1	4	0
Sugar	Bag not exceeding 1½ cwt.	0	1	3
Sulphur	Ton.	1	12	0
Tallow	Cask.	0	5	0
Tea	Half Chest.	0	1	0
Do.	Whole do.	0	2	0
*Tiles (Roofing and Flooring) ...	Ton	1	4	0
Timber, Logs and Squares	Ton of 50 C. Feet.	1	4	0
Do. Scantlings, Shingles, &c. ...	Do.	1	8	0
Tin Plates (in Boxes)	Ton.	1	4	0
Tobacco	Case.	0	4	0
Turmeric	Bag.	0	1	0
Tusks, Elephant	Bundle.	0	6	0
Do. do.	Piece.	0	2	0
Twist or Yarn	Bale.	0	5	0
Umbrellas	Case	0	5	0
Vermilion	Do.	0	4	0
Wine and other Liquors	Hogshead.	0	10	0
Do.	Quarter-Cask.	0	5	0
Wool, Pressed	Bale.	0	5	0
Do. Unpressed	Bora.	0	8	0
Yellow Metal and Copper (in Cases).	Ton.	1	12	0
Do. do. do. (in Cakes & Slabs)	Do.	1	6	0

* Sanctioned at the Annual General Meeting of the Chamber held on 13th January, 1886.

Bombay Port Trust.

Bye-laws for the Regulation and Management of the Wet Docks of the Bombay Port Trust, made under the provisions of Section 73 of Act VI. the "Bombay Port Trust Act" of 1879, and approved by the Government of Bombay under Section 74 of the same Act.

1. Before a vessel is brought into the Dock Channel, the Master shall furnish to the Dock Master, and will verify the correctness thereof by his signature, the full information required on the printed form attached (Appendix A), which will be supplied on application, and on no account is a vessel to enter the Dock Channel until a permit has been obtained from the Dock Master on the form given in Appendix B. The entire responsibility for any accident whatever which may result from inaccurate or incorrect information having been furnished will, in addition to the prescribed penalty, devolve upon the Master or Owners of the vessel furnishing it.

2. Masters of vessels shall obey all directions of the Dock Officers in relation to the rotation and manner of navigating the Dock Channels and of coming into or going out of Dock, and shall not offer any obstruction to the opening or shutting of gates; and no person shall open or shut, or attempt to open or shut, any Dock Gate, Sluice or Valve, nor any Swing Bridge, without the authority of the Dock Officers.

3. No vessels shall attempt to navigate under sail within the Dock Channel or entrances, but steam-power will be employed, and steam-vessels should have their engines in readiness and available for this purpose, supplemented by a Tug if required. In the event of efficient steam-power not being provided by the Master or Owners, or when necessary, the Dock Master is authorized to employ the Trustees' or other available Steam Tug for duties in connexion with vessels docking, undocking or navigating the Channel, and the Master or Owners of the vessels will be charged at a fixed rate for the use thereof.

4. Vessels on entering the Dock Channel shall have a boat with four men in attendance for running out lines to the Pier Heads for hauling into Dock, and shall have in readiness and supply for use such (steel wire or other) hawsers as may be required, also guy lines of at least 30 fathoms in length for each bow and quarter, and such other ropes, lines, and fenders, &c., as may be necessary to facilitate and to protect the vessel from injury whilst hauling into or out of Dock, and failing these being provided by the vessel, the same may be supplied by the Dock Master, and a fee of Rs. 30 shall be paid by the Master or Owners for the use thereof. In the latter case, although endeavours will be made to provide efficient ropes, hawsers, &c., for this purpose, the Trustees or their Officers will not be responsible for accidents resulting in damage to the vessel from their proving defective or inefficient, or from their breaking whilst in use.*

* (Trustees' Resolution No. 550, dated 12th August 1880. "The check ropes for guiding vessels into dock and the extra labour required at the Pier Heads will be supplied free of charge. The fenders at the Pier Heads will also be maintained by the Trustees without charge." (Approved by Government. Resolution No. 489, dated 25th August 1880.)

5. Vessels shall have their lower yards peaked when hauling into or out of the Docks, or when navigating the Dock Channels or removing from one part of the Dock to another, or when lying therein, the spritsail yard or whiskers shall be fore and aft, and all other yards braced within the beam; the jib-boom is to be run in within three feet from the bowsprit cap; the flying jib-boom, studding sail booms, and irons (if any) are to be taken off; the main or mizen-boom and stern davits are to be rigged within the taffrail; the quarter davits and bumpkins rigged in within the beam of the vessel; and the flukes of the anchors are to be above water; and immediately after having been brought into Dock, the anchors shall be got in on the forecastle rail or deck, with the stocks placed in a vertical position close to the cat-head; or else should any anchor be carried man-o-war fashion with pea projecting outside the covering board, the anchor must be provided, as a safeguard against accidents, with a strong piece of wood fixed diagonally from where the stock of the anchor joins the shank to the outer pea, so as to prevent the fluke forming a hook, and any accident resulting from the want of this provision will be at the special risk of the master or owner of the vessel.

6. Masters or Owners shall employ and have in readiness a sufficient number of riggers, labourers, appliances, &c., on board and on shore for working vessels in, out of, and about the Channels, Entrances, and Docks; failing this being done, or whenever necessary, the Dock Officers may employ such number or quantity of either or all of them as may be necessary, at the risk and expense of the Master or Owners.

7. Masters or other persons in charge of vessels in the Harbour near the entrance to the Dock Channel, or in the fair way of the Channel, or near the Dock Entrances, shall remove the vessels when required to do so by the Dock Officers, and in the event of their failing to do so promptly, the removal may be effected under the orders of the Dock Officers; the expense in the latter case shall, in addition to the prescribed penalty, be paid by such Masters of vessels.

WITH RESPECT TO THE MANAGEMENT OF THE DOCKS AND QUAYS.

8. No vessel shall be entitled to a berth until one has been specially allotted at the Dock Master's Office.

9. All vessels while in Dock are in the charge of the Masters and Owners, and it is the duty of the Master, Officers and Crew to transport their respective vessels with their own warps and appliances under their own responsibility to or from any part of the Dock, and to see that all gang-ways are securely placed, and that all hatches are covered and secured to guard the safety of life and property at sunset or when not in use, for which the ship's Officers are alone responsible. On a vessel entering the Dock, the berth to be occupied will be pointed out by the Dock authorities, and the vessel will be placed there by the Master and Crew, the assistance of a Harbour Master or Assistant Dock Master being afforded if requested. No vessel shall be premitted to enter or leave the Dock or to be moved from one berth to another in Dock unless the master is on board, and in actual command, the only exceptions to this being when the chief officer holds a master's certificate, or this not being so, in case of the death of the master or when, owing to his serious illness, he is unable to perform his duties.

10. Masters and Owners of vessels shall obey the directions of,

and shall offer no obstruction to Dock Officers as to the mooring, unmooring, moving or removing any vessel from one part of the Dock to another part; or in regulating the position, loading and discharging of such vessels, and the Quay space to be occupied by such vessels; and all expenses incurred by Dock Officers in carrying out this enactment shall, in addition to the prescribed penalty, be also paid by such Masters or Owners; but no vessel shall be removed from its berth without the consent of the Dock Master being obtained in writing as to the mode and time of removal.

11. All vessels in Dock shall be kept so loaded or ballasted as to allow of their being safely removed in the event of fire or other emergency arising.

12. Fair proportion of Quay space, so far as available, shall be appropriated to each vessel, and in case of difference or dispute, it shall be determined by the Traffic Manager.

12. A.—Vessels occupying Quay side berths shall give such facilities for loading and discharging cargo to and from vessels occupying outside berths as the Dock Superintendent may consider reasonable, and the Trustees will not be responsible for delay, demurrage or otherwise, by reason of overside loading or discharge being impeded by vessels being over-lapped or double-banked. Whenever it is desirable to allow a vessel not entitled to a preferential berth to occupy such a berth until required by a vessel having a right to it, this may be done, the Dock Superintendent taking from the Captain, Agent or Charterer, who may apply for the berth, a written agreement to remove from the shed or quay of the berth previously occupied to that of the new berth such cargo as may have been brought down for the vessel more than one day before the transfer of the vessel from one berth to another. Such removal being at the cost and risk of the Captain, Agent or Charterer, who applies for the berth. Should the removal not be effected at once, the Dock Superintendent shall have power to carry it out, recovering the cost from the Captain, Agent or Charterer, as the case may be. The Trustees shall remove free of charge to the new shed or quay such cargo as may have been brought for the vessel not more than one day before the transfer to the new berth.

13. No Ballast, Baskets, Bottles, Oakum, Stones or other loose material shall be laid upon any Quay or Pier within three yards from the margin of the Dock or Harbour; and no ballast, ashes or other substance or rubbish shall be thrown or allowed to fall into the Dock Channels or Dock, or from any Pier or Quay.

WITH RESPECT TO THE LOADING AND UNLOADING OF CARGOES, AND THE TRANSPORT, DEPOSIT AND STORAGE OF GOODS ON THE QUAYS, WHARFS AND PREMISES OF THE DOCKS AND REMOVAL THEREFROM.

14. No person shall without authority deposit on the Quays, in the sheds, or in any other part of the Dock enclosure, any ashes, bilge water, cinders, dirt, dung, dust, rubbish, sewerage, refuse, or shavings.

15. Masters of vessels loading or discharging ashes, ballast, bricks, cinders, coals, dust, lime, rubbish, shingle, stones, tiles, or any other loose matter or thing, shall use for such purpose a canvas, cloth, or wooden shoot, to the satisfaction of the Dock Master.

Ashes, cinders, dust, and rubbish must be landed on the Quay in such place as may be directed by the Dock Superintendent, and removed by carts. A single wharfage rate will be charged;

for the first day after landing, and if by that time the ashes, &c., shall not have been removed, they will become the property of the Trust, and the wharfage rate will not be charged. Coals, coke and other loose materials must not be discharged into cotton or other low-sided boats, but into boats with sides of sufficient height to prevent any of the cargo falling overboard into the dock.

16. Vessels shall not be repaired in such manner as to allow any cotton or other loose material, or any chips, pieces of wood or other like material to fall into any Dock, Basin, or Entrance, or without having a canvas shoot or other safeguard so secured from the side as to prevent such cotton, &c., from so falling.

17. No stages, planks or poles provided by the Trustees for vessels loading or discharging shall be used without a written order from the Traffic Officer; and when the discharging or loading is completed, they shall be replaced on the Quay as the Traffic Officer may direct; and all loss or damage thereto shall be made good at the expense of parties using them. All stages, planks, or poles not provided by the Trustees after use in discharging or loading, shall be removed within two working hours from the Dock Quays.

18. No vessel shall commence discharging her cargo in the Dock until after she has been moored at a berth appointed for her discharge.

19. The Trustees will not take charge of or be responsible for any goods discharged from any vessel when the same is not properly berthed according to the Trustees' rules.

20. Masters of vessels about to discharge at the Dock shall not break bulk until a true copy of the Manifest or the Master's copies of the Bills of Lading have been deposited in the Traffic Office. The copies of the Bills of Lading shall be returned after discharge of the inward cargo.

21. Masters of vessels shall not refuse or neglect to produce any book, voucher or other document in connexion with the landing or shipping of cargo.

22. No cargo shall be discharged from a vessel except under the superintendence of the Master of such vessel or of a licensed Stevedore or Muckadam. Such Master, Stevedore or Muckadam shall see to and be personally responsible for the proper slinging of cargo when discharging, and the Trustees will not be responsible for any damage done by reason of improper slinging of cargo.

22*a*. Masters of vessels and the Stevedores or Muckadams who may be employed on such vessels shall see and be severally personally responsible that single packages over 1½ tons in weight are not hoisted by the ordinary 30 cwts. Dock cranes.

22*b*. No Stevedores or Muckadams shall be allowed to work cargo on board any vessel in the Dock unless they shall bear licenses issued under the authority of the Trustees permitting them to work in the Dock, and the Trustees may at their pleasure cancel or suspend for a time any such license. All requisitions on Dock officials regarding cargo or cranes must be made by the ship's officers.

22*c*. No license shall be issued to any Stevedore or Muckadam who shall not undertake to employ, and every licensed Stevedore and Muckadam shall employ at least two experienced foremen to superintend the discharging or loading of cargo at each hatchway at which discharging or loading is being carried on, viz., one foreman in the

hold, who shall look after the coolies and supervise the slinging or unslinging, and the other foreman on deck, who shall see that the crane chain is not taken out of the square of the hatchway and that the hook does not catch the combings, and who shall also superintend the taking off and putting on the beams and hatches and shall see that the men keep out of danger on deck and do not stand under the hoist.

22*d*. The masters of vessels shall be responsible that proper lights are provided in those parts of the ships where work is going on in any way connected directly or indirectly with the use of the Trustees' cranes, wharves, docks, piers, or other property of the Trustees' or when, owing to want of sufficient light, injury might result to life, limb or property from such work being in progress. Stevedores and Mukadams shall be severally personally responsible that no work in any way connected directly or indirectly with the use of the Trustees' cranes, wharves, docks, piers, or other property of the Trustees' be carried on by men employed by them unless proper and sufficient lights are provided.

23. Packages of cargo shall be slung under the hatchway, and under no circumstances whatever shall cranes be employed in breaking out cargo or removing it from under the combings.

24. When discharging iron Drainage Pipes or other goods which from their want of description or want of proper distinguishing marks there will be difficulty in delivering correctly to consignees, the Master of the vessel shall separate before landing, or in the course of landing, the various marks and consignments, failing which the Trustees will either refuse to receive the goods or will charge the cost of sorting.

25. Nitro-glycerine, Petroleum, Naphtha, Dynamite, Gunpowder, and other dangerous explosive substances will not be admitted into the Dock, and any vessel having such explosives on board must discharge them before entry into the Dock.

25*a*. All vessels using the Prince's Dock, before entering and while in Dock, shall secure under lock and key in suitable cases or magazines in a safe place set apart for that purpose all combustibles and explosives kept on board for signal purposes only, and no person shall have access thereto unless in the presence of an officer whose duty it shall be to see such place safely locked up again, the key being kept in charge of the commanding or other responsible officer.

26. No dangerous explosive substances will be permitted to be brought on the Dock premises, and the Trustees may remove such goods at the risk and expense of the owner.

26*a*. Bye-laws 26 and 27 do not apply to service ammunition, whether for small arms or artillery, embarked or disembarked with troops.

27. Masters of vessels shall furnish special notice to the Shed Officers before attempting to land any other packages containing articles or goods liable to ignition or explosion, or which are otherwise dangerous.

28. Acids, Aquafortis, Oil of Vitriol, Lucifer Matches, or other goods of a dangerous nature shall not be placed on any Quay unless distinctly marked as such outside the package, and even then not without obtaining the written permission of the Traffic Officers, and in the event of such goods having been so placed by authority,

they shall be removed from the Quays or vessels within two hours after notice from the Traffic Officers, and if not so removed, the Traffic Officers may remove them at the cost of the Owner, and such goods, if allowed to remain within the Dock premises, must be watched continuously by or at the expense of the Owners of such goods or the Master of the vessel; and failing this being done, the Traffic Officers may cause the same to be watched at the Owner's expense.

29. No timber shall be discharged into or loaded in the Docks without the consent of the Dock Master, and if so discharged or loaded by consent, shall be removed or loaded within Forty-eight hours afterwards; and any timber laid on any Quay or other place, shall not be permitted to remain beyond the time allowed by the Traffic Officers.

30. Goods landed at the Dock shall only be delivered on production of the Bills of Lading, accompanied by a delivery order from the Master or Agents of the vessel.

31. Every Bill of Lading shall be specially endorsed, so as to clearly designate the party to whose order the contents are to be delivered.

32. In all cases of informality in Bills of Lading from want of endorsement, &c., application must be made by letter showing the circumstances and enclosing any documents which will show the title to the goods; in every such case the applicant must engage to indemnify the Trustees by bond or otherwise, as may be directed.

33. When Bills of Lading are produced which are at variance with the Manifest as to the original Consignee, delivery may be refused until the discrepancy is explained to the satisfaction of the Traffic Manager.

34. Consignees applying for delivery of goods shall fill up a form in duplicate, showing the quantities and weights or measurements, but not the Wharfage or Landing charges payable thereon. This form, accompanied by the Custom House Bill of Entry, shall be presented at the Traffic Office, where the charges will be received and a receipt granted. The receipt, accompanied by the Bill of Lading and the Delivery Order from the Master or Agents of the vessel, shall then be handed to the Shed Officer, who will examine the documents, and on being satisfied that they are in order and on being furnished with an acknowledgment for the goods, will grant delivery and authorize the Gatekeeper to pass the said goods.

35. No person shall remove from the Wharves or Sheds, any goods other than those covered by the Custom Bill of Entry and the Port Trust Wharfage Receipt.

36. No Delivery Order can be received until the manifest of the cargo, duly certified by the Captain, has been deposited in the Traffic Office.

37. Permission to Consignees from the Collector of Customs to open packages shall be countersigned by the Traffic Officer, and the opening of such packages without their condition being questioned shall be considered as delivery by the Trustees, and no claim for damage subsequently discovered will be admitted.

38. Packages which have been opened for appraisement, or by order

of the Collector of Customs, shall lie at the risk of the Owner, Consignee or Agent.

39. Goods taken delivery of but not removed from the Dock enclosure, shall lie at the risk of the Owner or Consignee.

40. The responsibility of the Trustees for the condition or safe keeping of goods imported into or exported from the Docks, does not commence until such goods have been received charge of by the Traffic Officers ; and the Trustees will not be answerable or liable for deficiencies of merchandise produced by natural or unavoidable causes, nor for any losses or deficiencies whatever unless ascertained and pointed out to the Traffic Officers previous to the goods being removed from the Dock premises. The Trustees will not be liable or responsible in any way for lost or damaged goods, *e.g.* chafages, breakages, and short deliveries, of which notice has not been given within one month from the date of landing or shipping as the case may be.

41. Packages containing Bullion, Specie, Precious Stones, Gold Dust, Jewellery, or other property of considerable value, whether cargo or private property, must be delivered to the Consignees by the Masters or Owners of vessels under their own responsibility, unless, under special circumstances, they may be desirous of placing the same in charge of the Traffic Manager ; in which case it must be separately noted in the Manifest or List of Cargo handed in, and specially handed over to the Traffic Manager himself, and a distinct receipt obtained from him for them, and a special rate will be charged for the storage thereof.

42. In case delivery of goods is made over the vessel's side into boats, the Master must take such steps as he may think necessary to protect his Owners in respect to their freight.

43. Goods landed and placed in the custody of the Trustees will be detained for freight on due notice being given in writing by the Owner, Master, or person interested therein, but goods *delivered into craft or floated in the Dock to be removed elsewhere*, cannot be detained. Goods under stop for freight will not be delivered nor warrants granted until the stop has been removed, or the amount claimed for freight deposited with the Trustees.

44. No stop for freight can be received after the goods have been transferred or a warrant granted.

45. The Trustees are not responsible for detention, or delay of vessels, barges, lighters or other craft coming in, remaining in, or going out of Dock, or for detention or delay in the discharge of vessels, or in the progress of barges to or from the Dock owing to a glut of vessels or goods, or for a stoppage in the delivery of goods from the like cause.

46. No person, unless duly permitted by the Traffic Manager or Dock Master, shall take inside the Dock premises Carpenter's tools or other instruments used for opening cases, and no Cooper shall be allowed to work in the sheds without a license from the Traffic Manager.

47. Goods for shipment will not be put on board unless the Customs export note, the Trustees' Receipt for Wharfage and Shipping Charges, and the Shipping Order are produced.

48. Goods shall not be laid on any Quay before the ship is ready to receive them, nor within four feet of any tramway, cartway or foot-

way at any time, nor under any shed, so as to prevent the free working of the gates.

49. Owners, Masters, Bargemen, and others are liable for damage done by their vessels, craft or servants to works or property of the Trustees, and vessels may be detained until security has been given for the amount of damage done.

50. Every Barge or Cargo Boat remaining in the Dock more than 12 hours after having received or discharged her cargo, will be subjected to a charge as under for every day or part of a day while she shall so remain :—

		Rs.	a.
Cargo Boat or Barge up to 15 tons	.....	0	8
Do.	above 15 and up to 25 tons.....	0	12
Do.	above 25 tons	1	0

51. The admission of carts and carriages within the Dock premises, and their control when on the premises, will rest with the Traffic Officers.

52. All the Quays, Sheds, Gates, and the land within the Dock fence will be in charge of the Traffic Manager, who will manage all operations connected with the landing and shipping of goods, storage in the sheds and in the open, proper custody of all goods within the enclosure, exclusion of improper characters, and take whatever steps may be necessary for the proper maintenance of order on the premises.

53. The gates and wickets of the Dock premises will be kept open at hours fixed by the Trustees, and ingress and egress at unauthorized hours will only be allowed to persons holding passes signed by the Traffic Manager or other officer authorized by him, or by the Dock Master.

54. Only the crews of vessels in Dock, and labourers or other persons in the service of the Trustees, or those who hold pass tickets or orders granted by the Dock Master or Traffic Manager, shall be employed in the loading or unloading of vessels, or in any other work or labour to be performed, whether on board vessels or lighters, or on shore within the Dock premises.

55. Articles shall not be drawn over the Dock Bridge except upon wheel carriages, and they shall not be allowed to trail or drag upon the Bridge. No vehicle shall be permitted on the Bridge which with its load exceeds ten tons in weight, or has more than a concentrated load of five tons on two wheels equally distributed.

56. Working hours at the Dock shall be from sunrise to sunset except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents, Sundays and the holidays enumerated, as well as any days on which Imperial duty may not be received, will be omitted. The day on which goods are landed will be counted as one of the 'free days,' except when goods are landed after sunset, when the free days will not commence until the following morning.

57. Application to work at night or on Sundays or on holidays will be made to the Traffic Manager, who, on production of the necessary permission from the Customs Department, will order all the necessary arrangements for the proper conduct of business. Such work will be charged the extra rates fixed by the Trustees.

58. The Dock Master will not take any vessel out of Dock unless the Master produces a receipt showing Dock Dues to have been paid, and that no claims stand against the vessel.

WITH RESPECT TO THE PIERS, WHARFS, QUAYS, DOCK PREMISES AND CHANNELS AND THE VESSELS AND OFFICERS AND CREWS THEREOF WHILST USING THEM.

59. The Crews of vessels in Dock will only be permitted to enter or leave the Dock after the hour of closing by means of a Pass, signed by the Commander or Officer in charge, and countersigned by the Dock Master or his Assistant.

60. Any anchor dropped in or near the Dock Channel, or entrance of the Dock shall be buoyed, and in no case shall it be left there for longer than one tide.

61. Any person who shall cut, deface or injure any mooring, rope, chain or any buoy, buoy-rope, or cable belonging to any anchor within the Channels, Entrances, or Docks shall, in addition to the prescribed penalty, be required to pay the amount of damage, repair, and recovery.

62. All the ship's water-closets and latrines must be thoroughly cleansed and securely fastened up before the vessel enters the Dock, and no use whatever shall be made of them during the vessel's stay in Dock. Latrines and Urinals will be provided on the Dock premises, and Commodes will be supplied for the Masters of ships.

63. Whilst a vessel is in Dock, the Master or some other responsible officer must always be on board in charge, and must superintend and assist in carrying out all duties in connection with the vessel or its cargo.

64. Whilst in Dock every vessel shall have a ship-keeper on deck two hours before and one hour after high water, and such ship-keeper shall carefully attend to the moorings of the vessel and the sufficiency thereof, and cause them to be slackened or hove in from time to time as necessary on rise or fall of water ; and failing to do so, the Master or Owner shall be responsible for all damage from neglect.

65. When berthed or moored in the Dock a ship's propellers shall not be worked for trial by the main engines without due notice being given to, and permission obtained in writing from, the Dock Master. Masters and Owners, in addition to the prescribed penalty, will be held responsible for any damage that may result from the working of their ships' propellers either by hand or steam.

66. Projections from the deck of any vessel which interfere with another vessel loading or discharging shall be removed on requisition by the Dock Master.

67. The Master shall not permit the lines or ropes of any vessel in the Dock to be made fast to the Lamp Posts on the Wharfs or Quays, or to the Pillars of any shed, nor to any other place than the Samson posts, bollards, mooring posts, cleats, ringbolts, or other appliances specially provided for the purpose.

68. No Pitch, Resin, Tallow, or other inflammable materials shall on any account be melted on board-ship, or in boats, or on the Quays, except in such manner and in such places as shall be pointed out by the Dock Master, or the Traffic Officer, nor shall any Pitch, Tar, Oil, Flax, Oakum, Straw, Shavings, or other inflammable or combustible article be allowed to remain on the deck of any vessel, nor in boats nor on the Quays.

69. All Boats, Barges, &c., within the Dock are at the risk of their Owners, who will be held responsible for any damage which may occur whilst navigating them, or by their getting adrift.

70. No fender that will not float shall be used over the side of any vessel. Sails shall be furled before sunset.

71. Bells are not to be struck to denote the hour on board ships in Dock.

72. No vicious or dangerous animals, and no loaded gun or other fire-arm, shall be kept on board any vessel in Dock.

73. Masters of vessels shall be answerable for the acts of their crew or persons employed about such vessels.

74. The Port Officer is empowered to order the immediate removal from the Dock of ships having on board animal manures or other offensive or dangerous cargoes or persons with infectious diseases.

75. No person shall molest, assault, resist, hinder, obstruct, impede or interrupt, or offer or attempt to molest, assault, resist, hinder, obstruct, impede or interrupt any employé of the Trust in the execution of his duty, or disobey his lawful orders, or use abusive or offensive language, or aid or incite others to do so.

The following additional Bye-laws for the regulation and management of the Wet Docks of the Port Trust have been published under the provisions of Sections 73 and 74 of the Bombay Port Trust Act, 1879 :—

1. Agents, Charterers or Masters of vessels shall send to the Dock Superintendent's Office separate written application for each vessel desiring to enter the Dock, stating vessel's name, and whether laden with coal, or other cargo, or in ballast.

2. Steamers bringing import general cargoes or State Railway stores desirous to discharge on the Dock wharf shall get preference over all other vessels, even without previous application, and shall be assigned earliest berths after arrival.

3. A vessel having discharged imports shall have the right to remain in her berth to load, only if the spaces emptied by discharge are at once filled with exports. Any delay in doing this will cause a vessel to forfeit her right to remain in her unloading berth, and if thus moved she shall take her turn for a fresh berth with vessels that may enter the Dock only to load.

4. In the case of vessels arriving in ballast the Port Officer shall furnish the Dock Superintendent with a daily return of the arrival and hour of anchoring of such vessels, and the Pilot's return to the Port Officer on these points shall decide the order in which such vessels shall obtain berths in the Dock, provided that application for a berth has been made previous to or on arrival.

5. In the case of water ballast steamers arriving coal-laden the Masters shall furnish to the Dock Superintendent, through their Agents, certificates of date and hour of final discharge ; if the certificates be not complete as to entire discharge of inward cargo, or if he otherwise thinks it necessary, then the Dock Superintendent shall have the right to verify the correctness of the certificate by personal inspection of the vessel. Time of final discharge shall decide the turn the vessel is to take, always provided that she has applied for a berth previous to or on arrival.

6. Dry bottom ships (*i. e.*, vessels not provided with water ballast) shall be considered as ready to enter the Dock when the Dock Superintendent receives a certificate that the vessel in question has discharged 90 per cent. of her coal cargo, and that she cannot discharge the remainder until she takes in "stiffening" in Dock.

7. No berth shall be named or shed set aside for any vessel until she is reported ready to enter the Dock, when, if a berth is available, the Dock Superintendent will inform the Dock Master, who in his turn

will intimate to the vessel the berth assigned, and will arrange for docking her.

8. Stage or pontoon berths shall be used when practicable, and when the necessary Quay space can be made available.

9. The "Ibis" wharf shall be considered a loading berth, and a vessel so berthed shall haul off when packages weighing over 1½ tons require to be discharged there from any other vessel.

10. Vessels loading by stage, or by pontoon, or at the "Ibis" wharf, shall get full Quay side berth in turn when one becomes vacant in preference to other vessels that have not entered the Dock.

WITH RESPECT TO FIRES AND LIGHTS.

76. Smoking and the use of any unprotected fire or light in any shed or warehouse within the Dock enclosure, is strictly prohibited.

77. No person shall smoke Tobacco or other substance, or ignite Lucifer Matches, or other inflammable articles, on any Pier or Quay, or on board any vessel within the Dock, except in such places as may be allotted for the purpose.

78. Fires of coal, charcoal or coke may be used in the cabins, deck-houses, forecastles, and cabooses of vessels in Dock between 5 o'clock A.M. and 9 o'clock P. M., subject to being prohibited (on any abuse) by the Port Officer.

79. Fires for donkey engines, steam winches, and portable forges are also permitted during working hours, and for ship's Engines for a reasonable period (say 3 hours) before a ship leaves, and (say 2 hours) after a vessel is berthed in the Dock.

80. All lights, whether oil lamps or candles, used on board vessels in Dock except as mentioned in clause 83, shall be in globes or secured lanterns.

81. Naked lights may be used only in the Engines and Boilers of vessels whilst under inspection and repair, or in duties connected therewith.

82. While any fire or light is lighted, at least one person on board is to be specially charged with the care thereof; and no fire or light is to be left or used in so rash, careless or negligent a manner as to risk or endanger the safety of or to ignite any goods, property or vessel in the Docks, or on the Dock premises.

83. All applications for special permission to use fires at any other than the prescribed hours, shall be made in writing to the Dock Master before 5 o'clock P.M., and shall specify the circumstances under which the request is made; if granted, the application, after having been endorsed by the Dock Master, is to be retained on board by the person charged with the care of the fire, and is to be exhibited by him to the Dock and Police officials, whenever demanded, and is to be returned to the Dock Master by 10 o'clock A.M. on the following day.

84. Vessels in Dock and all parts thereof shall be held or made free and accessible to the Dock and Police officials for their inspection in regard to fires and lights whenever they demand it, and no person shall disobey any order of any Police Officer or Watchman for extinguishing any fire or light used in contravention of these Bye-laws.

PENALTIES.

85. Any person convicted of having committed a breach of any of the foregoing Bye-laws, shall be liable to a penalty not exceeding (100) One Hundred Rupees. (*Section 75 of Act VI. of* 1879.)

(APPENDIX A.)

To

The DOCK MASTER
of the PRINCE'S DOCK,
Bombay.

Sir,

I have the honour to request that the undermentioned Vessels, of which I am Master, may be received into Dock on the _____ or as soon as practicable.

Name of Ship or Steamer _____
Do. of Owners _____
Description of Cargo _____
Gross Register Tonnage _____
Net do. do. _____
Exact present draft of water to inches _____
Deep load do. do. _____
Ballast do. do. _____
Extreme length of vessel over all including Bowsprit if any _____
Do. breadth do. do. do. _____
Has *not** Steam Appliances for Warping, &c.
Has *not** engaged a Steam Tug.

I hereby certify that the above information is correct.

BOMBAY HARBOUR, _____ 18 . } *Master of the* S.S. _____

* These negatives may be erased if necessary.

(APPENDIX B.)

PRINCE'S DOCK OFFICE,

Permit.

Bombay, _____ 188 .

The S. S. _____ will be received into Dock at about _____ M. on the _____ 188 , and should be brought into the Dock Channel under the directions of _____ not later than _____ M., and will be placed alongside the _____ Quay or Wharf at No. _____ berth.

Dock Master

TO THE COMMANDER OF THE S.S. _____

BOMBAY PORT TRUST.

RULES FOR THE TRANSPORT AND STORAGE OF MERCHANTS' GUNPOWDER AND OTHER EXPLOSIVES.

Rules made by His Excellency the Right Honourable the Governor of Bombay in Council under Act XII. of 1875.

Notification No. 28 published for general information in *Government Gazette* dated 24th June, 1880.)

1. No vessel having gunpowder or other explosives in excess of 100 lbs weight on board shall come nearer to the shipping or to the Town of Bombay than one mile eastward of the Middle Ground Battery until the excess quantity has been discharged and deposited in the Magazine at Siwri, and no vessel shall take on board such excess quantity within the above local limit.

2. As a general rule in landing and depositing or taking on board such excess quantity, no combustible stores shall be conveyed in the same hoy with powder and ammunition. In special cases, however, where combustible stores of an exceptionally safe description are forwarded with proper precaution as to their stowage and security, this restriction may be omitted.

3. When receiving or delivering such gunpowder, ammunition, &c., the master of any vessel is to see that the platform in the vessel's hold, the gangways and combings of the hatchways are covered with tanned hides, or other suitable paddings, and that the barrels or boxes are carefully stowed, the hatches properly secured and locked, and that the key remains in his own possession.

4. A cushion (stuffed with white oakum) covered with leather is to be used for landing all such powder barrels or cases upon, whether in the hold of the vessel or on the wharf, when loading or discharging powder.

5. In stowing such powder in the hold of the vessel, the barrels are to be carried, and on no account to be rolled over each other, unless tanned hides are laid down for the purpose of protection.

6. After the vessel has been discharged, the hides, hair cloths, &c., are to be removed, and the hold carefully cleaned out.

7. When such gunpowder or ammunition is being shipped on board, or being discharged from any vessel within the limits of the port, neither fires, lights, nor smoking are, under any circumstances, to be permitted on board. Such shipment or discharge is only to be permitted between sunrise and an hour before sunset, and a red flag is to be displayed during shipment or discharge, from the highest foremasthead.

8. Every such vessel as last aforesaid when at anchor at night in the roadstead or in the track of shipping is to show a masthead light, and every such vessel when under weigh at night is to show side lights, according to the Admiralty Regulations.

9. Barges, lighters, and vessels carrying such gunpowder or other

explosives shall not when at anchor lie closer to Bombay than one mile from the Middle Ground Battery nor within half a mile of any of the shipping.

10. When any vessel has such gunpowder, ammunition, or combustible stores on board, a red flag is to be hoisted at the masthead and kept flying until the cargo is discharged. The master and all the crew are to remain on board until the explosive stores are discharged, unless it be necessary to procure water or provisions, in which case notice is to be given to the control officer, but the vessel is not to be left without either the master or a petty officer on board.

11. Smoking and carrying lucifer matches on board lighters for conveying such gunpowder are strictly prohibited.

12. No fire is to be allowed in the vessels, barges, or boats, having on board or receiving such gunpowder.

13. Vessels, barges, and boats having or taking on board such gunpowder are to be kept scrupulously clean, and free from loose gunpowder.

14. In shipping or unshipping such ammunition or gunpowder, tanned hides or wadmiltilts are to be laid over that portion of the vessel over which the cases or barrels pass.

15. All boats laden with such gunpowder or other explosives are to remain at anchor one mile eastward of the Middle Ground Battery, or, in bad weather, half a mile eastward of the shipping off Cross Island, until orders are received to land it.

16. Only deck-boats with closed-in hatches under lock and key (the latter to remain in the charge of the Police or other official superintending the discharge of the gunpowder or ammunition) are to be used for the conveyance of such gunpowder or other explosives, and they are to have the word "explosives." in white letters a foot long painted on a black ground on each side above the water line, and a red flag is to be kept hoisted during the time any such ammunition, gunpowder, or explosives is or are on board.

17. The consignee, agent, or other persons concerned shall give written notice (forty-eight hours before the expected arrival of any such gunpowder or other explosives) to the Port Officer, and to the Superintendent, Water Police, and the latter shall depute a special officer to remain in charge of such gunpowder or other explosive until the same has been deposited in the Magazine.

18. No percussion caps, fuzes, or other priming by which gunpowder or other explosives may be exploded, shall be carried in a boat having such gunpowder or other explosives on board.

19. Every person committing a breach of any of the above rules will be liable to fine under the provisions of Section 42 of Act XII. of 1875.

By order of His Excellency the Right
Honourable the Governor in Council,

M. W. WILLOUGHBY, Colonel,
Acting Secretary to Government.

Bye-laws made by the Trustees of the Port of Bombay, under Section 73 of Bombay Act VI. of 1879, for the safe and convenient use of the Magazine at Siwri for the storage of Gunpowder and other Explosives.

1. The premises on which gunpowder is stored are to be watched by a special officer and guard by day and night.

2. The control officer in charge is occasionally to inspect the watchmen to see that they are on the alert and doing their duty.

3. The watchmen are not to permit any persons but such as are employed in the service of the department to enter the magazine or enclosures. All the outer gates are to be kept shut, and no labourer or other person is to be allowed to pass during the working hours without leave from the control officer in charge.

4. The watchmen are not to allow any smoking or fire near the magazine, nor to suffer any person to come within the outer gates who has the least appearance of intoxication. They are immediately to secure any one guilty of any of these offences, and report the circumstances to the control officer in charge.

5. Any person in the employ of the department who may be detected smoking on any part of the gunpowder magazine, or bringing lucifer matches into the premises, will be immediately dismissed and prosecuted according to law.

6. The control officer in charge is not to absent himself for a night from the Magazine without authority.

7. The control officer is to superintend all operations which are being carried on by the labourers and others under his orders, and to see that all the duties are properly conducted.

8. On no occasion are strangers to have access to the Magazine without the attendance of the control officer, who shall take care that all persons entering have attended to the necessary precautions, and that they have no articles of a combustible nature in their possession.

9. The control officer is to keep a regular daily entry of all receipts and issues, and make the necessary alterations in the tally-boards attached to the bags in the Magazine.

10. The several persons whose duty obliges them to go into the Magazine shall invariably exchange their shoes for Magazine slippers before they enter, or else enter without shoes. Care will be taken to provide a sufficient supply of either over-boots, goloshes or slippers of suitable sizes fitted with straps and brass buckles to fasten over the instep, so as to prevent sliding or shuffling along the floors or platforms.

11. When there is an outer wall to the Magazine, the door in it, on any person entering, is to be shut before that of the Magazine is opened; and the inner door of the Magazine is to be shut before the outer one is opened on his going out.

12. The floors of the Magazine, shifting room, and passages, when not of wood, are to be covered with tarpaulins prior to removal of powder. Wooden floors are to be carefully swept before every such removal, and floors other than wood are also to be well swept, and kept

free from all gravel, sand, or grit, and previous to the removal of powder the rolling ways and stages are to be carefully watered.

II.—Precautions against Fire.

13. The watchmen are to be particularly attentive to the least appearance of a storm, and on hearing the first clap of thunder or seeing a flash of lightning, though the storm may be at a great distance, are immediately to give an alarm to the control officer, or magazine-keeper, as the case may be, who is immediately to cause all the magazine doors and windows to be shut, and to use every precaution necessary for the safety of the Magazine.

14. When such alarm has been given, every person in the employ of the department, whether on or off duty, is immediately to repair to the office to render such services as may be required of him by the control officer in charge.

15. The same precautions are to be adopted in the event of any fire breaking out in the neighbourhood of the Magazine.

16. The fire engines, engine hose, ladders, fire hooks, &c., are to be kept in perfect repair, and so lodged that they may at all times be ready and fit for use. The engines are to be worked twice a week, to ensure that they are in working order and that the water-supply is sufficient.

17. The person in charge of the Magazine is to know perfectly the arrangement and whereabouts of each article, so as to be able to find it at once in the darkest night.

18. The control officer in charge shall take care that the cisterns are kept constantly full of water, for the security of the Magazine, and that the several pumps and lightning conductors are kept in proper repair, and the wells full. He shall report to his immediate superior every week on the condition of the fire engine, water-supply and other appliances, and should any of these things become defective a requisition is immediately to be made on the department for the repairs to be performed.

III.—Care and Storage of Gunpowder.

19. The control officer shall keep three separate Registers of Receipts and Issues as follows:—

A.—For gunpowder, &c., landed at the Magazine for custody pending importation and clearance through the Custom House on payment of duty.

B.—For gunpowder, &c., landed from vessels for temporary deposit, during their stay in harbour, to be taken on board again when they sail.

C.—For gunpowder, &c., on which customs duty has been paid, lodged for care pending removal at the convenience of the owners.

20. On the arrival of any powder for storage, if it be from a ship in harbour under class A or B, the control officer shall first check the packages by their marks and numbers with the boat notes, and countersign the latter in acknowledgment of receipt, or endorse upon

them a note of any discrepancies he may observe, for the information of the Customs Department.

21. He shall then enter it in the proper Register,—A, B, or C, as the case may be,—and furnish the depositor with a receipt in corresponding form.

22. In storing the powder he shall be careful to see that each lot is kept together according to its marks and numbers, and separate from other lots as far as practicable.

23. Powder, &c., coming under class A or B on which duty has not been paid, shall invariably be stored in a separate room to be set apart for its reception, and shall be held at the disposal of the Customs Department, pending production of a written permission to re-ship in the case of powder coming under class B, or of an import entry and no demand certificate under the signature of the Collector of Customs in the case of powder coming under class A.

24. The no-demand certificate shall be endorsed upon the Magazine receipt, and no powder shall be allowed to leave the Magazine unless the receipt has been produced and the control officer has satisfied himself that the certificate, if required, has been endorsed upon it.

25. On production of the import entry and no-demand certificate as above, for powder stored under class A, the powder shall be written off Register A, and, unless it is to be passed out at once, shall be entered in Register C, and removed and stored in the duty-paid powder room.

26. No powder shall be passed out of the Magazine without production of a transport license or other proper authorization from the Commissioner of Police.

27. Every barrel, box, or case shall be carefully examined, in order to discover whether it be perfectly closed, so that no powder can escape, and whether any of the hoops be fastened with iron nails, or there be any iron or any thing objectionable on any part of the barrel, &c. Should any barrel, box, or case be discovered so circumstanced, it shall not be received into the Magazine, but the powder shall be immediately shifted into another barrel or case, and a report made to the controller. These precautions must never be dispensed with, as fatal accidents have happened from their being neglected. A record of the examination will be made on every arrival of powder.

28. No barrel, box, or case shall on any account be opened in the Magazine, but, when required, shall be taken to the shifting room, which must always be kept ready for that purpose.

29. No barrels containing powder or ammunition are to be suffered to lie open in the Magazine, and no powder is to be shifted from one bag to another, or otherwise, without a sufficient number of tanned hides or wadmiltilts being placed under the barrels, in order to keep the powder as much as possible from the floors; any loose powder is to be carefully swept up, and not suffered to remain. Care must also be taken that all powder barrels are properly and securely stacked in the several bags; and in case any of the heads of the barrels start,

they are immediately to be removed, and the powder shifted into serviceable barrels.

30. In the event of the issue of a less quantity than a whole barrel, the package containing it is to be marked like the barrel from which it is taken. In the journal of issue, the marks, dates, &c., are to be noted as a matter of record.

31. In stacking barrels or cases of powder and ammunition, a space is to be left between them and the wall of the Magazine, to allow of a free circulation of air and prevent injury from damp.

32. No stores whatever are to be placed in the same compartment of the magazine with powder in barrels. Ammunition for breech-loading small arms, especially which contains its own means of ignition, must not be stowed within the same masonry compartments of the Magazine as gunpowder.

33. The control officer is accordingly to take the necessary steps for placing ammunition of this class in separate masonry compartments.

34. The powder which has been longest in store of every consignee is as a rule to be issued first, except by special order to the contrary.

35. Upon no account whatever are friction tubes, percussion fuzes, or fuzes of any kind that contain their own means of ignition within themselves, to be placed inside the Magazine.

IV.—Cooperage.

36. All tools, instruments, or other articles used in the Magazine are to be made of wood, copper, or bronze, and nothing containing iron or liable to cause ignition is to be admitted.

37. The use of iron rivets to copper hoops of the description used for powder barrels, whether loose or otherwise, is forbidden in the Magazine, even if those hoops should be intended to be applied in the first instance to barrels not containing powder, as they are liable to be afterwards transferred to such as may contain it.

38. In heading and unheading powder barrels, the persons employed are never to use the bare adze against the copper hoops, but are invariably to apply a wooden-handled metal setter.

39. Whenever it may be necessary to shift gunpowder from one barrel to another, the barrel intended to receive such powder shall first have all the marks except the tare on it carefully obliterated, and shall then be re-marked with precisely the same marks as the barrel from whence the powder is transferred, with the exception of the tare marks.

40. Nails are on no account to be used to fasten on the hoops in re-heading powder barrels.

41. When large quantities are delivered, the control officer making the issue is to take care that the contractor by whom the packages are received provides proper conveyance for the same, that the carts or wagons are not overladen, and that they are properly secured.

42. Any person infringing the above bye-laws will be liable to a penalty, for each infringement, not exceeding one hundred rupees.

Scale of rates, for the wharfage, landing and storage of gunpowder at the Trustees' Magazine at Siwri.

	Wharfage.			Landing, storing, & delivering.*			Rent for 6 months or part of 6 months.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
Case or Barrel up to 25 lbs.	0	2	0	0	1	6	0	6	0
Do. above 25 lbs. up to 50 lbs.	0	3	0	0	2	0	0	12	0
Do. above 50 lbs. up to 100 lbs.	0	4	0	0	3	0	1	0	0
For every 25 lbs. additional	0	2	0	0	1	6	0	6	0
Percussion caps and loaded cartridges per cubic foot	0	2	0	0	1	6	0	6	0

* Does not include any charge for boat hire.

Charge for loading and unloading carts, 1 anna per cart.

The following rate in addition to the above rates will be levied when gunpowder or other explosives are removed from one part of Siwri Magazine to another at the request of the owner, *viz.* half of the landing, storing and delivering charges.

By order of the Trustees,

G. MANSON

Secretary.

BOMBAY PORT TRUST.

PILOTAGE BYE-LAWS

Made by the Trustees of the Port of Bombay under Section 72 of the Bombay Port Trust Act, 1879, and published at page 242 of Part I, of Government Gazette for 1880 (Vide Notification No. 10, dated 28th February 1880.)

PREFATORY NOTES.

1. The direction and management of the Port, Pilotage and Docks under the control of the Trustees of the Port are vested in the Port Officer.

2. The First Assistant shall be the Deputy to the Port Officer for the performance of all the duties appertaining to his office in regard to the Port and Pilotage Departments.

3. There shall be also a Dock Master, who shall be under the control of the Port Officer, and shall have the rank of Second Assistant Port Officer.

4. Three Master Pilots shall be appointed to be also Harbour Masters, whose duties shall be to carry out the details of the duties belonging to the Port Officer and his Assistants, under the orders of those officers.

They shall be stationed as follows :—
One at the Port Office, which shall be styled No. 1 Station.
One at the Prince's Dock, to be styled No. 2 Station.
One in charge of the Pilot Schooner, to be styled No. 3, or the Outer Station.

BYE-LAWS MADE BY THE TRUSTEES OF THE PORT OF BOMBAY UNDER SECTION 72 OF THE BOMBAY PORT TRUST ACT, 1879.

REGARDING THE DUTIES OF MASTER PILOTS OR HARBOUR MASTERS.

1. *At No. 1 Station.*—He shall see that all vessels are properly berthed and moored in the Harbour, and Transport such vessels as may be ordered. He shall have the care and inspection of the Light Ships, the Anchor Hoy, and all other vessels, boats and the buoys of the department, and perform the surveying and measuring duties. In the event of fire he shall attend at the spot thereof with all unemployed Pilots, who are to place themselves under his orders, to render assistance; and under the Port Officer shall have charge of the general conservancy of the Harbour.

2. *At No. 2 Station.*—He will, under the orders of the Dock Master, have the control of the positions in which vessels are to be anchored off the Dock Channel and over the approaches to the Dock. He will conduct and direct vessels from the Harbour

through the channel to and from the Docks, and assist in Docking and Undocking vessels, and superintend placing them in their allotted berths. He will superintend all the arrangements, and also prepare and provide all warps, ropes, fenders, tugs, boats and other appliances in readiness for Docking and Undocking vessels.

3. *At the Outer or No. 3 Station.*—He shall have charge of the Schooner and the control of the Tender Vessel and Pilots at the Outer Station; and be responsible and use his utmost endeavours to supply Pilots to in-bound, and to receive Pilots from out-bound, vessels. He will keep such complement of Pilots on board the Schooner as may be ordered from time to time, and arrange for the return to the harbour of others not required. He will remain on his station for such periods as may be ordered, leaving it (unless under exceptional circumstances) only when relieved by another Harbour Master in the Fair Season, or during the S. W. Monsoon when relieved by another vessel.

4. Each Harbour Master will keep a Journal or Diary of his daily employment, which shall be submitted for the inspection of the Port Officer on each occasion of the Harbour Master taking up the duties at No. 1 Station, or whenever called for.

5. The Harbour Masters shall undertake the duties at each of the Stations in rotation for such periods as may from time to time be ordered by the Port Officer.

Regarding Pilot Vessels.

6. The Trustees shall provide and maintain such Schooners and other vessels, for conveying Pilots to and from inward and outward bound vessels, as they may from time to time consider to be necessary.

7. Such crews as the Trustees consider to be necessary for the working of the Pilot vessels shall be provided by and at the expense of the Trustees.

8. The Pilot Schooner, which shall be painted a black colour outside, except a ribbon or band 2 inches wide close above the covering board, and the number in large figures on each bow, which shall be painted white, shall cruise between the Outer Floating Light Ship bearing S. E. 2 miles and the Island of Kundaree bearing S. E. 5 miles, and the position between these bearings shall be known as the Outer Station.

9. A Log or Journal, supervised and countersigned daily by the Harbour Master in charge, shall be kept on Board each Pilot Schooner when working; the following entries are to be carefully made therein every four hours when at the Outer Station, and shall be verified by the signature of each Pilot at the end of his watch, viz:—

The state of the Weather.

The direction and force of the Wind and Currents.

The readings of the Barometer and Thermometer.

The bearings and estimated distance of the Outer Light Ship.

The depth of water the Schooner is in, and whether she is under weigh or at anchor.

The time of sighting a vessel and the bearing; when and where the Pilot was placed on board.

The time and position when a Pilot leaves an out-bound vessel, and when received on board.

The time of receiving on board Pilots from the Inner Station, or

the despatch of excess Pilots to the shore, and all signals to shipping or signal station.

This Log shall be forwarded to the Port Officer for inspection immediately after each cruise in the S. W. Monsoon, and at such intervals during the Fair Season as may be ordered.

10. When the Schooner at the Outer Station shall fail to supply an inward-bound vessel with a Pilot outside the limits of the Port, and such inward-bound vessel shall be supplied from the shore or elsewhere before reaching the Sunk Rock Inner Light, then the Pilots shall only receive (for division into shares) one-half of the sum they would have been entitled to had such vessel been piloted in from beyond Port limits.

11. When an inward-bound vessel shall not be supplied with a Pilot until inside the Sunk Rock Light, only one-third of the money they would have been entitled to had the vessel been boarded outside Port Limits shall be given to the Pilots.

12. Should the Schooner be within moderate distance of an inward-bound vessel and offer a Pilot, then the Pilots shall receive the same share as they would have received had a Pilot been put on board in that position.

REGARDING THE PILOTAGE OF STEAMERS UNDER 1,000 TONS REGISTER, THE MASTERS OF WHICH HAVE A PILOT'S LICENSE FOR THE OUTER HARBOUR, *i. e.*, OUTSIDE THE SUNK ROCK LIGHT.

12A.—A steamer of the above description arriving within signa distance during the day will hoist at her fore a blue flag, and a Pilot will be immediately ordered to board her abrest of the Sunk Rock Light. The Pilot will take her to her berth or elsewhere in the harbour as may be required. A steamer arriving at night will hoist two lights at the fore 6 feet apart (red uppermost and white below), when notice will be sent from the Signal Station, Colaba, to Bankshall, for a Pilot, who will board her near the Sunk Rock Light and will take her to her berth or elsewhere in the harbour as may be required. Application for a Pilot for steamers of the above description proceeding to sea from the harbour will be received at the Port Office, when the Pilot first in turn will be ordered to take her as far as the Sunk Rock Light, and will there make over charge to the Master and return to shore.

12B. On the pilot leaving the vessel outward bound at the Sunk Rock Light, the steamer should hoist a blue flag at the fore in the day time and two lights, one above the other at the fore, at night as a signal to Pilot Schooner that no Pilot is on board.

12C.—The Master of such a steamer is bound to produce his Pilot's License when demanded. He must hoist his national flag and number on entering the Port and his national flag on leaving.

REGARDING THE PILOT SERVICE.

13. The Pilot Service shall consist of 15 Licensed Pilots, viz :—

5 First Grade Pilots.
5 Second do. do.
5 Third do. do.

14. All Pilots shall hold licenses to perform the duties of a Pilot

for the Port of Bombay for the grade they may be serving in, which shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

15. The fee for a Pilot license on first appointment shall be Rs. 15, and for the renewal thereof in case of loss, or promotion to a higher grade, shall be Rs. 5.

16. No license shall be renewed, nor another issued to any Pilot until after the former one has been returned and cancelled, or its loss has been satisfactorily explained.

17. Promotion to the various grades will generally be given by seniority, but the Trustees reserve to themselves the right of passing over any Pilot.

18. During the absence from any cause for more than one month of one or more Pilots on the permanent list, the Trustees may appoint a like number of Probationers who shall have passed the examination prescribed by bye-law 22 to be Acting Pilots. So long as such Probationers shall remain Acting Pilots they shall receive the pay of the class of the Pilots in which they may be acting, and shall otherwise be amenable to the rules laid down for observance by Pilots.

REGARDING PROBATIONERS FOR THE PILOT SERVICE.

19. Such number of Probationers, not exceeding four, may be entertained as may from time to time be considered necessary.

20. To be eligible for admission to the Pilot Service, Candidates must be British subjects, and at least 21 years of age. They must hold certificates of good conduct, character and ability, and must undergo an examination by and produce a certificate from the Medical Officer appointed by the Trustees that they are physically fit and are of a sufficiently hardy or strong constitution to perform a Pilot's duty, and that they to all appearance enjoy good health.

21. The Port Officer shall have the appointment of Probationers, subject to the approval of the Trustees.

22. Any Probationer may, with the sanction of the Port Officer, go before the Examining Committee, and if he passes he will be eligible for appointment as a Third Grade Pilot when a vacancy occurs.

23. A Probationer not passing the required examination to qualify for performing a Pilot's duties within 6 months after the date of his appointment shall be liable to be struck off the list.

REGARDING THE EXAMINATION BOARD.

24. The Examiners of Pilots shall be—

The Port Officer or one of his Assistants.
One Harbour Master.
One First or Second Grade Pilot.
Lloyd's Marine Surveyor (who shall receive a fee of One Gold Mohur for each Pilot examined).

GENERAL RULES FOR THE GUIDANCE OF PILOTS.

25. As all the various duties connected with the Department cannot be completely detailed in these Regulations, it is hereby directed that every verbal order or instruction given by the Port Officer and the Officers of his Department be promptly attended to and carried

into effect by the Pilots, who will be careful to conform to and to make themselves acquainted with all Circulars and Orders issued from time to time for guidance in connection with their duties.

26. No Pilot shall absent himself from his station or from his duty without permission, except in case of sickness which shall be reported without delay, accompanied by a certificate from a qualified Medical Officer approved by the Trustees.

27. An officer will be appointed by the Trustees to afford medical aid to Harbour Masters, Pilots, and Probationers free of charge.

28. When Pilots are on board the Schooners they shall be under the authority of the Harbour Master in charge, and they must pay strict attention to any lawful order he may give, whether as to taking their turn at working the Schooner at which they must assist or as to boarding vessels.

29. Pilots returning from the performance of any duty will, if between the hours of 10 A.M. and 5 P.M., report themselves personally to the Assistant Port Officer, and enter their names and the time of landing in a Book kept for that purpose ; all unemployed Pilots will attend at the Office from 10 to 11 A.M. and from 4 to 5 P.M. daily for any orders.

30. Pilots shall conduct themselves on all occasions in an orderly and civil manner ; when in charge of vessels they should meet the wishes of Commanders when the safety of the vessel is not involved thereby, or will not lead to inconvenience, nor to the infringement of orders received from the Department.

31. When on duty Pilots shall wear a uniform dress, consisting of a round double-breasted white or blue cloth or serge coat, to button if required close up to the throat, by two rows of Bombay Port Trust pattern buttons of four in each row ; with blue cloth or serge or white trousers. If a cap be worn, it shall be of the round crown Navy pattern, with drooping peak surrounded by a mohair band and the Bombay Port Trust badge in front.

32. Pilots should invariably appear respectably and neatly dressed.

33. Each Pilot shall provide himself, have with him, and produce when necessary or demanded, an efficient Watch and pair of Binoculars ; also his License, a Tide Table, the Port Pilotage and the Wet Dock Regulations.

34. It is the duty of Pilots to take Steamers to sea from clear berths, or to bring them into Harbour on ordinary nights when the lights are visible, and reasonably distant objects discernible ; but they shall on no account run unnecessary risks by venturing within the leading marks, or keeping vessels underweigh when the lights cannot be seen, and whilst underweigh the lead shall be kept going, and the soundings be carefully observed. And all signals made at Signal Stations on shore, at Light Vessels and on board the Pilot Schooners are to be observed and attended to.

35. Immediately after any vessel may have caused or sustained damage, touched the ground or got on shore while in their charge, pilots

shall furnish a clear and explicit report of the same to the Port Officer; such report should state the cause, in the Pilot's opinion, of such accident, damage or grounding; time of occurrence thereof, bearings of known objects; means used to get the vessel afloat, or clear; state of wind, weather and tide; length of time the vessel lay on the ground or in collision, and nature of the ground; such report should be submitted to the Commander or Officer in charge for his remarks and countersignature, or his refusal to do so should be noted thereon by the Pilot; unless prevented by circumstances, the Pilot will present the report personally, and he shall not after an accident has occurred and damage been caused or sustained take the vessel to sea (Mail Steamers excepted) until ordered to do so by the Port Officer.

36. It will be the duty of Pilots to see that the Arrival or Departure Report is duly and correctly filled up before he leaves a vessel, and that it is forwarded without delay. An arrival report containing intelligence of exceptional importance, and the arrival reports of Mail Steamers or vessels with passengers of considerable official or of high rank, or vessels with dangerous cargo on board, should be forwarded direct to the Port Officer; in all other cases the report should be left at the Office.

37. Departure Reports are on no account to be detained on board the Schooner at the Outer Station (where they are immediately on arrival to be handed to the Harbour Master in charge), but are to be sent in to the Office by the first opportunity.

38. In cases of fire or other accidents afloat, the Pilots off duty shall immediately attend at the Port Office to receive orders.

39. Whenever any of the Harbour, Shoal or Mooring Buoys are missing, injured or out of their proper places; or if any vessel is placed improperly as to her draught of water, or too near the moorings of other vessels or shoals; or if it comes to the knowledge of any pilot that any of the Port Rules are being or have been infringed; or in the event of any circumstance out of the ordinary course, or any casualty occurring on board vessels whilst they may be in Pilotage charge, or have a Pilot on board, the same should be reported to the Port Officer without delay.

40. When passing any Vessel of War, it is the Pilot's duty to request the Master to dip the colours; and on the approach of any Man-of-war or other Government Boat to board to "heave the vessel to," or to cause the speed thereof to be sufficiently checked (when it can be done with safety) to enable the boat to get alongside without loss of time.

41. Pilots are forbidden to receive any gratification from Masters of vessels or others with whom they are brought in contact in the execution of their duty; any gratuity given to a Pilot will, if brought to the notice of the Trustees of the Port, lead to his instant dismissal.

42. Pilots shall not hold any interest in steam tugs, nor shall they be allowed to keep a Tavern or Lodging House, or in any way retail Wines or Spirits.

43. No Pilot shall claim salvage without the consent of the Trustees.

Regarding Anchoring and Mooring.

44. The practice of making a running moor must never be resorted to when it can possibly be avoided.

45. All vessels shall be moored as a general rule South-South-West

and North-North-East, between the 15th of September and the 15th of May there shall be 45 fathoms of cable to the hawse each way; between the 15th of May and the 15th of September there shall be 60 fathoms of cable on the flood or South-West anchor, and 45 fathoms on the ebb or North-East anchor to the hawse; and all vessels shall be berthed in a sufficient depth of water to enable them to load to their deepest draught without touching the ground, and in a position where they will swing clear of all other vessels, fixed moorings, shoals, and buoys.

46. Vessels which are intended and are ready on arrival to be placed in Wet Dock, but which cannot enter the Dock until the next flood-tide, will be placed at single anchor off the Dock channel, or as near thereto as their draught of water will admit; and will, if necessary, after receipt of an order from an Officer of the Department, be left by the Pilot in charge of the Commander; but in no other case shall a Pilot quit an in-bound vessel after once taking charge until after it has been received into Dock or is properly berthed in the harbour.

47. Vessels intended to be placed in Wet Dock, but which on arrival are of heavier draught than the depth of water at the Dock Entrance will admit, or from other circumstances may not be able to enter the Dock within 24 hours, shall be moored or placed at single anchor in the harbour as may be ordered.

48. Vessels arriving with or taking in Gunpowder shall be anchored not nearer than one mile South-East from the Middle Ground Battery, or in stormy unsettled weather not nearer than one mile from the Easternmost shipping and Cross Island not bearing to the Westward or North-West.

49. Vessels arriving with or taking in Dynamite, Nitro-glycerine or other explosives shall, in the absence of special orders, be anchored not nearer than one and-a-half miles South-Eastward of the Sunk Rock Light.

50. Vessels remaining below the Middle Ground over 24 hours shall be moored unless the Commander signifies in writing his readiness to take charge of the vessel at single anchor.

REGARDING UNMOORING AND TRANSPORTING.

51. The transporting duties will, when practicable, be performed by the Harbour Masters, but any excess will be conducted by the Pilots in rotation for duty.

52. In unmooring vessels it will be the duty of the Pilot to see and personally assure himself that one anchor is clear for being let go; that the cable is ranged, bitted, and clear for running, and on a "non-self-fleeting windlass," that the chain is fleeted close over when the anchor is "short a peak" (so as to bring it well up clear of the ground) before weighing the last anchor.

53. On no account shall any vessel be moved to another part of the harbour without there being a sufficient number of seamen on board (European or Native) to perform any duty which may be required, and no vessel should be moved underweigh unless the Master thereof is on board. In the event of the Master leaving the actual command of the vessel before the operation of moving is complete the pilot should anchor the vessel in the safe position most easily reached, and wait for the return of the Master to his command before going on with the moving. In this case an additional fee will be charged for pilotage at the rate of Rs. 20 for any time under 12 hours and Rs. 20

for every twelve or part thereof in excess of 12 hours that the Master is absent from, and the pilot is in attendance upon, the vessel.

REGARDING OUTWARD PILOTAGE.

54. On taking charge of an outward bound vessel the Pilot should not get the vessel under weigh unless the Master is on board in actual command. In the event of the Master leaving the actual command of the vessel before reaching such a position that the Pilots services would be no longer necessary the Pilot should anchor the vessel in the safe position most easily reached, and wait for the return of the Master to his command before proceeding to sea. In this case an additional fee will be charged for pilotage at the rate of Rs. 20 for any time under 12 hours and Rs. 20 for every 12 hours or part thereof in excess of 12 hours that the Master is absent from and the Pilot is in attendance upon the vessel. The Pilot will see that the vessel's National Ensign is kept hoisted between sunrise and sunset, or until the vessel is beyond the harbour limits. He shall see that the lead line is correctly marked, and that the steering gear is in good order; he shall also ascertain the draught of water and freeboard, the time, bearing and estimated distance of the Outer Light Vessel on his leaving the vessel, and shall enter the same in the Departure Report.

55. In working out of the harbour during the South-West Monsoon, or whenever the vessel has a head wind, the Pilot must be careful not to leave the vessel in his charge until she is well clear of all danger, and every endeavour should be made to leave outward-bound vessels when within the limits of the Outer Station.

56. Unless under circumstances of unavoidable necessity, no Pilot shall without his consent be taken to sea beyond the limits of the Port or of the Outer Station in any vessel whatever; and every Pilot so taken under circumstances of unavoidable necessity or without his consent, is entitled over and above his share of the Pilotage fees to receive from the ship as follows:—

If a 1st Grade Pilot, Rs. 12 per diem.
If a 2nd Grade ,, ,, 10 ,,
If a 3rd Grade ,, ,, 8 ,,

in addition to board and lodging to be computed from and inclusive of the day on which the ship passes the limits of the Port up to and inclusive of the day of his being returned in the said ship to within the limits of the Port, or up to and inclusive of such day as will allow him if discharged from the ship sufficient time to return thereto; and in this last case he is entitled to his reasonable travelling expenses.

57. When an outward-bound vessel anchors below the Middle Ground in the South-West Monsoon, or during unsettled weather, the Pilot shall not quit the vessel (unless specially ordered to do so) if she is going to sea on the next day.

REGARDING INWARD PILOTAGE.

58. Before boarding a vessel the Pilot will ascertain whether there is any epidemic disease on board. If there is, and the epidemic be of a severe nature, such as Plague, Yellow Fever, or a number of cases of Cholera, Small-pox or Measles, he will direct the vessel to be anchored at the Quarantine anchorage, and to hoist the Quarantine flag; but in the latter three diseases, if there is or only has been one or two cases

during the voyage, he will board and (after obtaining a certificate from the Commander to that effect) berth the vessel in the harbour, hoisting the letter R flag, the signal for the Health Officer of the Port to inspect. The Pilot will not take charge of a vessel unless the Master is on board and in actual command. In the event of the Master leaving the actual command of the vessel before she is moored the Pilot should anchor the vessel in the safe position most easily reached, and wait for the return of the Master to his command before proceeding. In this case an additional fee will be charged for pilotage at the rate of Rs. 20 for any time under 12 hours, and Rs. 20 for every 12 hours or part thereof in excess of 12 hours that the Master is absent from, and the Pilot is in attendance upon the vessel.

59. In the event of the Pilot having boarded a vessel which requires to be placed in quarantine, he will remain on board till the vessel obtains Pratique.

60. The Pilot will on boarding note the time, the bearing and estimated distance from the Outer Light Vessel, entering the same in the Arrival Report. He will also ascertain the vessel's present and deep load draught of water entering the same in the Arrival Report, see that the anchors are clear, and cable ranged to the required length; that the National Ensign is hoisted in its proper place, and the flags denoting the name of the vessel in the Commercial Code (and the Port from which she sailed if demanded), and will take care that the flags are placed in such a manner as to be clearly seen from the Outer Signal Station.

61. When there are despatches on board for Government, or Post Office Packets, the Pilot will request the Commander to send such on shore with as little delay as possible.

62. Harbour Masters and Pilots will be provided with a distinguishing flag, which is to be displayed, hoisted under the national flags of vessels of which they are in charge.

The same flag hoisted under the Pilot Jack at any of the signal stations or at the Prince's Dock, will be used in communicating with the vessel.

The flags and pennants of the International Code will be used for this purpose:—

Harbour Masters	1—Flag B. 2—Pennant—C. 3— Do. —D.
1st Grade Pilots	1—Pennant—F. 2— Do. —G. 3—Flag—H. 4—Do. —I. 5—Do. —K.
2nd Grade Pilots	1—Flag—L. 2—Do. —M. 3—Do. —N. 4—Do. —P. 5—Do. —Q.
3rd Grade Pilots	1—Flag—R. 2—Do. —S. 3—Do. —T. 4—Do. —V. 5—Do. —W.

On Pilots boarding vessels requiring to be taken into the Prince's Dock (as soon as the Vessel's number has been repeated or replied to

at the Outer Signal Station) the signal C. S. R. M. and the vessel's draught of water is to be hoisted, which will be telegraphed from the signal and Port stations, and arrangements will be made to take the vessel into Dock if the tide serves; if not the rendezvous flag will be displayed under the Pilot's distinguishing flag at the Dock Flag Staff and the vessel is to Anchor off the Channel.

In the Bye-laws providing for the Master being on board vessels entering, leaving or moving in the harbour, the word "Master" will be held to include the 1st or other Officer duly authorized to act for the Master, owing to his death or illness incapacitating him from performing the duties of his office.

REGARDING PAY.

63. The gross receipts for Pilotage shall be divided as follows :—

One-half to be distributed amongst the Harbour Masters and Pilots according to the following scale :—

(*a*) 2 per cent. on the gross amount of "Inward" Pilotage fees of vessels supplied with Pilots by the Outer Station Schooner shall be paid to the Harbour Master according to the time that he may have been in command, *e. g.*, if one had command for 8 days, another for 10 days, and the 3rd for 12 days in a month of 30 days, they would be paid $\frac{8}{30}$ths, $\frac{10}{30}$ths, and $\frac{12}{30}$ths respectively of 2 per cent. of the "Inward" Pilotage fees of vessels supplied with Pilots from the Outer Station Schooner for that month.

(*b*) In the event of a Pilot being unable for any reason to take a vessel into Dock after arriving off the Channel, and if a Harbour Master shall afterwards pilot the vessel through the channel into Dock, then such Harbour Master shall receive 10 per cent. of the Pilots' share of the Pilotage of such vessel.

(*c*) A Harbour Master transporting a vessel from or to a berth in the Harbour into or from any Dock, or from one part of the Harbour to any other part, shall receive 50 per cent. of the "transporting fee." In the event of a Harbour Master's services not being available, the Pilot who shall be employed on this duty shall receive the said sum.

(*d*) Such allowances, as may be due under the rules, shall be paid to the Pilots on leave.

(*e*) After the above payments have been made, the remainder shall be distributed amongst the Pilots in the following proportions :—

5 First Grade Pilots shall receive $\frac{4}{5}$ shares.
5 Second Grade do. do. $\frac{3}{5}$,,
5 Third Grade do. do. $\frac{2}{5}$,,

64. In calculating the pay accruing to Pilots, regard shall be had not only to the rank or class of the Pilot, but also to the value of the work which he shall have performed, and the calculations shall be made according to the following examples :—Take the receipts from Pilotage for one month to be Rs. 10,000, of which Rs. 5,000 is for Inward and Rs. 5,000 for Outward Pilotage, and—the Pilot Es-

tablishment being kept up at its full strength—take it that that amount was earned as follows :—

By 5 First Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,500 in the following proportions :—

Pilot	A	Rs.	800
,,	B	,,	900
,,	C	,,	600
,,	D	,,	500
,,	E	,,	700
			3,500

By 5 Second Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,300 in the following proportions :—

Pilot	F	Rs.	700
,,	G	,,	600
,,	H	,,	500
,,	I	,,	600
,,	J	,,	900
			3,300

By 5 Third Grade Pilots from vessels on which the Pilotage amounted Rs. 3,200 in the following proportions :—

Pilot	K	Rs.	800
,,	L	,,	600
,,	M	,,	500
,,	N	,,	700
,,	O	,,	600
			3,200
		Rs.	10,000

The amount divisible amongst the whole of the Pilots would, under rule 67, be 50 per cent. of the gross earnings, which is Rs. 5,000, which would be divided as follows :—

2 per cent. of gross Inward Pilotage to Harbour Masters	Rs.	100	0	0
⅘ths of balance, *e. g.* Rs. 5,000—Rs. 100=Rs. 4,900 to 5 First Grade Pilots	,,	1,960	0	0
⅓ths do. do. 5 Second Grade do	,,	1,633	5	4
⅓ths do. do. 5 Third Grade do	,,	1,306	10	8
	Rs.	5,000	0	0

The ⅘ths shares accruing to the First Grade Pilots would be divisible according to the following proportions :—

If their gross earnings, Rs. 3,500, give net earnings amounting to Rs. 1,960, what will A's share of gross earnings, *i.e.* Rs. 800 give ? Ans.

			Rs.		Rs.	448
B's	do.	do.	,,	900	,,	504
C's	do.	do.	,,	600	,,	336
D's	do.	do.	,,	500	,,	280
E's	do.	do.	,,	700	,,	392
			Rs.	3,500	Rs.	1,960

According to the same method of calculation, the ⅓ths shares divisible amongst the 2nd Grade Pilots would give :—

Pilot	F	on his Rs.	700	of earnings	Rs.	346	7	6
,,	G	,,	600	,,	,,	296	15	6
,,	H	,,	500	,,	,,	247	7	7
,,	I	,,	600	,,	,,	296	15	6
,,	J	,,	900	,,	,,	445	7	3
		Rs.	3,300		Rs.	1,633	5	4

And the $\frac{1}{16}$ths shares divisible amongst 3rd Grade Pilots would give—

Pilot	K	on his	Rs.	800	of earnings	Rs.	326 10	8
,,	L	,,	,,	600	,,	,,	245 0	0
,,	M	,,	,,	500	,,	,,	204 2	8
,,	N	,,	,,	700	,,	,,	285 13	4
,,	O	,,	,,	600	,,	,,	245 0	0
			Rs.	3,200		Rs.	1,306 10	8

But these sums would, as has already been stated, be subject to the deduction of transporting fees and leave allowances payable under Clauses *b*, *c* and *d* of Rule 68.

The remainder of the Pilotage earnings to accrue to the Trustees for their expenses in connection with the Pilot Service.

In the event of there being one or more vacancies in any grade or grades, the average share of the earnings accruing on account of such vacancy or vacancies should be added to the sum divisible amongst the running pilots in the proportion that their pay bears to each other in bye-law No. 85.

65. Any personal servants required by Harbour Masters or Pilots on board Schooners or other vessels employed in the conveyance of Pilots shall be provided by the Harbour Masters or Pilots themselves, with the exception of a topaz on board each Schooner, who shall be paid by the Trustees.

66. Any sums retained from the Pilots under bye-laws 10 and 11, also the amount of all Fines and the Fees for Licenses recovered from Pilots shall be credited to the Trustees' share of pilotage earnings.

67. A statement of the Pilotage receipts shall be made up by the Trustees every month, and the amount payable to the Pilots shall be distributed in the month succeeding that during which it shall have been received by the Trustees.

Regarding Leave.

68. Leave of absence can never be claimed absolutely as of right; it will only be granted when the exigencies of the Service permit.

69. Leave on Medical Certificate may be granted for two years in all, but not for more than one year at one time.

70. A Pilot on leave on Medical Certificate is entitled to the half pay of his substantive grade.

71. Leave on private affairs may be granted without pay for any term not exceeding one year at one time, provided the Pilot or Harbour Master has completed 3 years' service; such leave may be repeated after intervals of six years, but shall not be cumulative.

72. Leave on Medical Certificate does not count as qualifying for leave on private affairs under the foregoing rule.

73. Privilege leave on full pay of the grade in which a Pilot or Harbour Master holds substantive rank may be granted as follows:—After 11 months' uninterrupted duty, for not more than one month; after 22 months' uninterrupted duty, for not more than 2 months; after 33 months' uninterrupted duty, for not more than 3 months,

provided that this description of leave shall not be cumulative for more than 3 months.

74. Privilege leave cannot be taken during the monsoon months, *i.e.*, between 1st June and 30th September.

75. Privilege leave may be taken, at the discretion of the Trustees, in separate instalments. No second instalment shall be taken until after the completion of six months' continuous duty from the expiry of the previous instalment. In this case the period qualifying for fresh privilege leave will be reckoned from the expiry of the first instalment, the period of the second instalment being omitted from the calculation.

76. If a Harbour Master or Pilot shall over-stay his privilege leave, he shall forfeit all salary during the time of his remaining so absent ; and if he so continue absent more than one week in excess of his leave, his office shall become vacant.

77. But the Trustees may exempt a Harbour Master or Pilot from the incidence of the last rule should they consider that his absence has been prolonged beyond his leave by circumstances over which he had no control, and which he could not be expected to foresee.

78. Privilege leave cannot be taken in continuation of sick leave or leave on private affairs, or *vice versa*.

79. On promotion to a higher grade during privilege leave, payment of the higher salary shall be made from the date of promotion, provided that it does not involve any increase or change of duties or responsibilities.

80. Casual leave may be granted at the discretion of the Port Officer for any period not exceeding 10 days at one time, and not exceeding 20 days in any one calendar year ; such leave is not admissible in extension of leave of any other description ; being unofficial and of a temporary nature, it does not disqualify a Harbour Master or Pilot for other leave, and it carries with it the same pay that he would receive if on privilege leave.

81. Allowance during privilege leave or casual leave shall be payable from the fund from which the pay of the person absent on leave is payable : and in the case of a Pilot such allowance shall be calculated at the proportionate rate of earnings of the grade to which he shall belong.

82. Leave on private affairs cannot be taken in continuation of any other leave ; but any leave granted under these Rules may be retrospectively changed for any other kind or amount of leave which might at first have been granted.

83. Leave without pay cannot be converted retrospectively into leave on Medical Certificate ; but leave on Medical Certificate may be given in continuation of leave without pay.

84. Absence without leave, or after the end of leave (excepting privilege leave, in which case a week's grace is allowed), involves loss of appointment.

85. For the purposes of the Leave Rules the pay of the several grades of the Pilot Service shall be taken to be as follows :—

Harbour Master	Rs.	450 per mensem.
1st Grade Pilot	,,	400 ,,
2nd ,,	,,	330 ,,
3rd ,,	,,	265 ,,

The following is the scale of Pilotage and Transporting Fees on ships and steamers at the Port of Bombay, levied under Section 61 of Act XII., the Indian Ports Act of 1875 :—

Pilotage on Merchant vessels for nett Registered tonnage.	*Steamers.		Ships.		Transporting Fees on Ships and Steamers.
	Fair Season.	Monsoon Season.	Fair Season.	Monsoon Season.	
Tons. Tons.	Rs.	Rs.	Rs.	Rs.	
From 100 to 300	30	45	50	75	
„ 300 „ 400	33	48	55	80	
„ 400 „ 500	36	51	60	85	Vessels under 500 Tons.....Rs. 20
„ 500 „ 600	39	54	65	90	„ 501 to 1,500 Tons..... „ 30
„ 600 „ 700	42	57	70	95	„ 1,501 Tons & upwards. „ 40
„ 700 „ 800	45	60	75	100	
„ 800 „ 900	48	63	80	105	
„ 900 „ 1 000	51	66	85	110	
„ 1.000 „ 1.100	54	69	90	115	
„ 1,100 „ 1,200	57	72	95	120	
„ 1,200 „ 1,300	60	75	100	125	
„ 1,300 „ 1,400	63	78	105	130	
„ 1,400 „ 1,500	66	81	110	135	
„ 1,500 „ 1,600	69	84	115	140	
„ 1,600 „ 1,700	72	87	120	145	
„ 1,700 „ 1,800	75	90	125	150	
„ 1,800 „ 1,900	78	93	130	155	
„ 1,900 „ 2 000	81	96	135	160	
„ 2,000 „ 2,100	84	99	140	165	
„ 2,100 „ 2,200	87	102	145	170	

And an increase of Rupees 5 for every 100 tons or part of 100 tons on sailing ships, and three-fifths of 5 per cent. on Steamers, above this tonnage during the Fair Season; in addition to the usual extra rate during South-West Monsoon.

Pilotage and Transporting fees are levied on Indian Government vessels on the same scale as on merchant vessels.

If a Pilot, after having been applied for, goes on board and the vessel is not ready to proceed to sea, or to move from one part of the Harbour to another part, or to Dock, as the case may be, the same day, a fee of Rs. 20 will be charged as "Pilot's attendance."

When a Pilot is appointed to transport a vessel into Dock, and it does not enter the Dock the same day, if through no fault of the Pilot, a second Transporting fee will be charged, if the vessel is docked by the Pilot on the following or on any subsequent day.

For vessels (steamers) of under 1,000 tons burthen (registered), whose Masters have obtained a pilot's license for the outer harbour, half pilotage fees only will be charged when the said Masters pilot their steamers from or to the Sunk Rock Light.

Special Pilotage.

For taking a vessel to Hog Island, Butcher's Island, or Nocar Point, a single Pilotage fee shall be charged instead of Transporting.

Vessels proceeding on a trial trip, a single Pilotage fee shall be charged instead of Transporting.

* For Transporting fees on ships and steamers and pilotage rates on steamers *vide* Government Notification, dated 18th June, at page 508 of *Government Gazette*, Part I. for 1874.

Vessels arriving with Gunpowder, if not moored in the Harbour on the day of arrival, shall pay an Attendance fee of Rs. 20.

The South-West Monsoon season commences on the 1st June and terminates on the 30th September in each year.

The following is the scale of Pilotage and Transporting fees on British and Foreign Men-of-War, levied under Rule Ordnance and Regulation I. of 1820, and Government Resolution No. 1136, Marine Department, dated 3rd August, 1876 :—

	Pilotage.			Transporting.	
	Fair Season.	Monsoon.		Fair Season.	Monsoon.
	Rs.	Rs.		Rs.	Rs.
Ships of the Line or of 50 Guns.....	100	140	Men-of-War or Ships of the Line, hauling in or out of Dock	100	140
Frigates or Sloops of War	75	100	Frigates and Sloops of War, hauling in or out of Dock	50	75
Brigs, Schooners, &c..	50	75	Gun Vessels and all other vessels below the class of Sloop of War, hauling in or out of Dock	30	30

SCALE OF RATES TO BE CHARGED AT THE PRINCE'S DOCK.

Sanctioned under Section 43 "Bombay Port Trust Act 1879."

Removal and Delivery Charges should Unclaimed Goods be removed from the Whar to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week, for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 4 0	0 4 0	1	Acids, *viz.*:—Carbolic, Citric, Gallic, and Tannic.	Case	0 5 0	0 5 0
0 2 0	0 2 0	2	Do. do. do. ...	Drum	0 2 0	0 2 0
0 4 0	0 4 0	3	All other Acids	Case	0 9 0	0 9 0
0 3 0	0 3 0	a3	Do. do.	Per half case	0 6 0	0 6 0
0 2 0	0 2 0	4	Do. do.	Drum	0 5 0	0 5 0
0 1 0	0 0 6	5	Aerated Waters	One dozen	0 1 3	0 1 3
0 3 0	0 4 0	6	Ale, Beer, Porter and Cider, in wood ...	Hogshead	0 8 0	0 8 0
0 0 6	0 0 3	7	Do. do. do. in bottles ...	One doz. qts. or 2 doz. pints	0 1 6	0 1 6
0 2 0	0 2 0	8	Do.	Kilderkin	0 4 0	0 4 0
0 1 0	0 1 0	9	Do.	Firkin	0 2 6	0 2 6
0 8 0	0 8 0	10	Almonds	Ton	1 12 0	1 12 0
0 8 0	0 8 0	11	Alum	Do.	2 0 0	2 0 0
0 12 0	0 8 0	12	Anchors...	Do.	1 12 0	1 12 0
		13	Do.	Cooly-load	0 2 0	0 2 0
0 1 0	0 2 0	14	Apparel, not accompanying passengers ...	Case or package	Measurement.	
0 8 0	0 8 0	15	Arrowroot, country	Ton	2 4 0	2 4 0
Measurement.		16	Do. foreign	Case or package	Measurement.	
Do.		17	Arsenic	Package	Do.	
0 8 0	0 4 0	18	Asphalte	Ton	1 12 0	1 12 0
0 8 0	0 12 0	19	Assa-œtida, refined	Do.	4 0 0	4 0 0
0 2 0	0 2 0	20	Do. do.	Case or package	0 9 0	0 9 0
0 8 0	0 12 0	21	Do. coarse...	Ton	2 0 0	2 0 0

22	*Attar—see Oils, perfumed.*						
23	Bagatelle Tables					Each	5 0 0
24	Ballast and Kentledge, by cart					Ton	0 4 0
25	Do. do. by lighters to or from Port Trust Bandars.					...	Free.
26	Bangles, foreign					Case	0 7 0
27	Bardans					Bundle or package	0 4 0
28	Baskets, cane					Dozen	0 1 6
29	Beads in cases					Case	0 7 0
30	Beeda nuts—*see* Myrabolams.						
31	Beef and Pork					Tierce	0 9 0
32	Do. do.					Barrel	0 6 0
33	Beer—*see* Ale.						
34	Bees' Wax					Package	0 5 0
35	Betel-nut					Ton	1 13 0
36	Bhang					,,	2 12 0
37	Bicycles, Tricycles, Velocipedes—*see* Perambulators					Each	2 0 0
38	Billiard Tables					,,	10 0 0
39	Biscuits, ship					Ton	2 4 0
40	Do. in cases					Case	Measurement.
41	Do. in tins, loose					One dozen	0 4 6
42	Bloodstones, Cambay stones, and goldstones ...					Case or package	0 5 0
43	Boats, ordinary ship's					Each	2 8 0
44	Boilers					...	Same rates as Machinery.
45	Bones, bone dust and meal					Ton	1 13 0
46	Books					Case or package	Measurement.
47	Boots and shoes, foreign					,,	Do.
48	Borax, unrefined					Ton	2 0 0
49	Bottles, empty					Gross	0 6 0
50	Do. do Medicine Phials					Case or package	Measurement.
51	Brass Leaves—*see* Orsidue.						
52	Brass of sorts and Brassware					Ton	2 0 0
53	Do. do. do. when no weight given.					...	Measurement.
54	Bricks, Bath					Dozen	0 0 6
55	Do. Fire					Ton	1 12 0
56	Buckets, iron					One dozen	0 3 0
57	Bullion, Specie, Gold and Silver ware, Plate, &c.					Box or case	0 8 0
58	Camphor					Ton	2 12 0
59	Camphorwood Drawers and Boxes					Each case	0 8 0
60	Candles					Cwt.	0 5 0

1	0	0	1	0	0		
0	12	0	0	8	0		
0	2	0	0	2	0		
0	1	0	0	1	0		
0	1	0	0	0	6		
0	2	0	0	2	0		
0	3	0	0	4	0		
0	2	0	0	2	0		
0	1	0	0	2	0		
0	8	0	0	8	0		
1	0	0	0	8	0		
0	8	0	0	4	0		
6	0	0	4	0	0		
0	8	0	0	6	0		
Measurement.							
0	1	0	0	1	0		
0	1	0	0	1	0		
Special.							
Do.							
0	12	0	0	8	0		
Measurement.							
Do.							
0	8	0	0	8	0		
0	2	0	0	2	0		
Measurement.							
0	8	0	0	6	0		
Measurement.							
0	0	6	0	0	3		
0	8	0	0	6	0		
0	1	0	0	1	0		
0	8	0	0	8	0		
0	8	0	0	8	0		
0	2	0	0	2	0		
0	1	0	0	0	6		

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week, for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
		61	Canes—*see* Rattans.			
0 2 0	0 2 0	62	Canvas	Bale	0 8 0	0 8 0
0 1 0	0 0 6	63	Do.	Bolt	0 2 6	0 2 6
0 2 0	0 2 0	64	Cardboards, Strawboards	Case or bale	0 6 0	0 6 0
0 3 0	0 2 0	65	Carpets, woollen or foreign...	Case or package	0 11 0	0 11 0
0 3 0	0 2 0	66	Do. cotton	,,	0 6 0	0 6 0
0 1 0	0 2 0	67	Cardamoms	Cwt.	0 4 0	0 4 0
		68	Do. bastard—*see* Spices.			
3 0 0	2 8 0	69	Carriages, four-wheeled	Each	12 0 0	12 0 0
2 0 0	1 4 0	70	Do. two-wheeled	,,	10 0 0	10 0 0
0 8 0	0 8 0	71	Cassa-ware	Ton	2 0 0	1 12 0
0 1 0	0 1 0	72	Casks and hogsheads, empty	Each	0 2 6	0 2 6
0 0 9	0 0 6	73	Do. do. half and quarter ...	,,	0 1 3	0 1 3
0 2 0	0 1 6	74	Butts, pipes and puncheons	,,	0 3 6	0 3 6
0 8 0	0 6 0	75	Cement	Ton	1 12 0	1 12 0
0 8 0	0 6 0	76	Chalk	,,	1 10 0	1 10 0
Measurement.		77	Cheese, in cases	Case	Measurement.	
0 0 6	0 0 3	78	Do. loose	Each	0 0 6	0 0 6
		79	Chemicals—*see* Drugs and Medicines.			
0 8 0	0 8 0	80	Chillies, dried	Ton	1 13 0	1 13 0
0 8 0	0 8 0	81	China, copper cash	,,	1 12 0	1 12 0
0 6 0	0 3 0	82	Do. white copperware	Case	0 8 0	0 8 0
0 3 0	0 2 0	83	Do. garden seats	Each	0 2 0	0 4 0
Measurement.		84	Do. and japanware	Case	Measurement.	
0 1 6	0 0 9	85	Do. ware in rolls, large	One dozen	0 6 0	0 6 0
0 1 6	0 0 6	86	Do. do. small	,,	0 3 0	0 3 0
0 1 0	0 0 6	87	Do. Preserves, Chow-chow, &c.	Case of ½ doz. and over.	0 5 0	0 5 0

0	*1*	*0*	*0*	*0*	*3*	*88*	*Do. do. do. ... ...*				
0	*8*	*0*	*0*	*8*	*0*	89	Do. Roots	Case of under ½ doz.	0	3	0
Measurement.						90	Cigars or Cheroots	Ton	2	0	0
0	8	0	0	8	0	91	Clay, China and fire	Case	Measurement.		
0	3	0	0	2	0	92	Clocks	Ton	2	0	0
0	6	0	0	4	0	93	Do.	Case of under 8 c. ft.	0	8	0
0	8	0	0	2	0	94	Coal, coke, cinders, ashes, patent fuel, dust and rubbish	Case of over 8 c. ft.	0	14	0
0	3	0	0	2	0	95	Cocoanuts	Ton	0	14	0
0	1	3	0	1	0	96	Cochineal	Package	0	3	0
0	8	0	0	8	0	97	Coffee	Cwt.	0	3	3
0	1	6	0	1	0	98	Coins, copper	Ton	2	0	0
						99	Do. gold and silver—*see* Bullion.	Box or package	0	3	0
0	8	0	0	8	0	100	Coir, fibre	Ton	1	9	0
0	3	0	0	2	0	101	Do. pressed	Bale	0	5	6
0	12	0	0	8	0	102	Do. rope, cable, cordage, and yarn	Ton	1	5	0
0	8	0	0	8	0	103	Colomba-root	,,	2	0	0
Measurement.						104	Confectionery	Case	Measurement.		
0	12	0	0	6	0	105	Copper sheets	Ton	2	0	0
0	8	0	0	6	0	106	Do. cakes, slabs or tiles	,,	1	12	0
0	8	0	0	6	0	107	Do. ware and wire	,,	2	0	0
Measurement.						108	Do. do. when no weight is given ...	Package	Measurement.		
0	12	0	0	8	0	109	Copperas, Sulphate of Iron and Sulphate of Copper	Ton	2	4	0
0	8	0	0	8	0	110	Copra	,,	1	9	0
0	4	0	0	2	0	111	Coral	Box	0	13	0
Measurement.						112	Do. imitation	Case	Measurement.		
0	12	0	0	10	0	113	Cordage and Rope—Hemp, Europe and Manilla...	Ton	2	4	0
0	8	0	0	8	0	114	Coriander seed	,,	1	9	0
Measurement.						115	Corks	Bale or case	Measurement.		
0	3	0	0	2	0	116	Cotton, raw, pressed*	Bale	0	5	0
0	6	0	0	3	0	117	Do. do. unpressed*	Bale or docra of over 3 cwts.	0	9	0
0	3	0	0	1	6	118	Do. do.*	Do. under 3 cwts.	0	4	6
0	8	0	0	8	0	119	Cowries	Ton	2	4	0
Special Do.						120	Crackers, China	Case of 1 picul of 133 lbs.	0	6	0
						121	Do. do.	Do. under 1 picul,	0	4	0

* Cotton intended for export from Prince's Dock which has already paid the Trustees' full wharfage fee on export from another Bandar is allowed to be landed at the Harbour side of the East Wharf of the Dock, and will be shipped at ⅓rds of the above rates. If Cotton so landed is not removed from the East Wharf within 3 days from date of landing, an extra fee of half wharfage rate as above will be charged, and will be repeated for every additional 3 days or part of 3 days.

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
Measure	ment.	122	Crockery, Queen's porcelain and earthenware ...	Crate or hhd.	Measure	ment.
0 8 0	0 8 0	123	Cummin seed	Ton	2 12 0	2 12 0
Measure	ment.	124	Cutlery	Case	Measure	ment.
Spe	cial.	125	Dammer	Ton	2 1 0	2 1 0
0 8 0	0 8 0	126	Dates, dry	,,	1 9 0	1 9 0
0 8 0	0 8 0	127	Do. wet	,,	1 5 0	1 5 0
0 2 0	0 1 0	128	Do. in pots	One doz. pots	0 6 0	0 6 0
0 12 0	0 8 0	129	Disinfecting powder	Ton	2 0 0	2 0 0
Measure	ment.	130	Drugs and medicines, foreign, not enumerated...	Case	Measure	ment.
1 0 0	0 8 0	131	Do. Country	Ton	2 4 0	2 4 0
0 4 0	0 2 0	132	Do. do.	Case	0 3 0	0 3 0
0 8 0	0 8 0	133	Dyes, country and foreign, in bulk	Ton	2 0 0	2 0 0
0 3 0	0 1 0	134	Do. foreign	Case or package	Measure	ment.
0 3 0	0 1 0	135	Dragon's blood	,,	0 7 0	0 7 0
		136	Earthenware, foreign—*see* Crockery.			
0 12 0	0 8 0	137	Do. piping, retorts, &c., for drainage ...	Ton	2 0 0	2 0 0
		138	Elephants' tusks and Moye's teeth—*see* Ivory.			
0 4 0	0 2 0	139	Fans	Case	0 7 0	0 7 0
0 12 0	0 10 0	140	Fat, Grease, Lard, and Tallow	Ton	2 0 0	2 0 0
0 4 0	0 2 0	141	Feathers	Case or package	0 7 0	0 7 0
Measure	ment.	142	Felt	Bale	Measure	ment.
Spe	cial.	143	Firewood	Ton	0 12 0	0 12 0
1 0 0	1 0 0	144	Fishmaws	,,	2 4 0	2 4 0
0 4 0	0 2 0	145	Flax	Bale	0 7 0	0 7 0
0 12 0	0 8 0	146	Flour	Ton	1 0 0	1 0 0
Spe	cial.	147	Fruits, fresh, foreign	Case	0 2 0	0 2 0
D	o.	148	Do do. do.	Barrel	0 2 6	0 2 6
0 8 0	0 8 0	149	Do. dried, not enumerated	Ton	2 0 0	2 0 0

0	2	0	0	1	0	150	Do. dried, from Europe	Case	Measure	ment.
	Special.					151	Do. fresh, from Zanzibar and Muscat ...	Basket	0 2 0	0 2 0
	Measure	ment.				152	Furniture	Case	Measure	ment.
0	1	0	0	0	6	153	Chairs, loose	Each	0 1 6	0 1 6
						154	Gallnuts—*see* Myrabolams.			
1	0	0	0	10	0	155	Ghee	Ton	2 8 0	2 8 0
0	8	0	0	8	0	156	Ginger, dry	,,	2 0 0	1 8 0
	Measure	ment.				157	Glassware	Hhd. or crate	Measure	ment.
0	1	6	0	0	9	158	Do. window	Box	0 3 0	0 3 0
0	3	0	0	2	0	159	Glass, broken	Box or package	0 6 0	0 6 0
0	4	0	0	2	0	160	Goats' hair, pressed	Bale	0 6 0	0 3 0
						161	Gold, gold-leaf, &c—*see* Bullion.			
0	2	0	0	1	0	162	Do. leaf, mock	Box or package	0 3 0	0 3 0
0	8	0	0	6	0	163	Grain, Wheat, Bajri, Jowari, Gram, Rice, Barley, &c.	Ton	0 12 0	0 12 0
0	8	0	0	6	0	164	Ground-nuts	,,	1 6 0	0 15 0
0	8	0	0	8	0	165	Gums of sorts, Copal, Ammoniac, Arabic, Benjamin, Bdellium..	,,	2 4 0	2 0 0
0	6	0	0	3	0	166	Gunny pieces and bags	Bale	0 8 0	0 8 0
0	4	0	0	2	0	167	Do. do.	Half bale	0 4 0	0 4 0
0	1	0	0	0	6	168	Do. do.	Bdle. of 50 pieces	0 2 0	0 2 0
	Special.					169	Gunpowder	Package	Special.	
	Do.					170	Guns, large—Cannons, Howitzers, &c.—*see* Military Stores.			
0	4	0	0	2	0	171	Guns, sporting—Rifles, Fowling Pieces, &c. ...	Each	0 9 0	0 9 0
0	2	0	0	1	0	172	Do. Pistols, Revolvers, &c.	,,	0 7 0	0 7 0
	Measure	ment.				173	Haberdashery, Millinery, Hosiery, &c. ...	,,	Measure	ment.
	Do.					174	Hams in cases	,,	Do.	
0	0	6	0	0	3	175	Do. canvas, loose	Ton	0 0 6	0 0 6
0	12	0	0	8	0	176	Hardware	Case	2 4 0	1 12 0
	Measure	ment.				177	Do. when no weight is given		Measure	ment.
								If under 20 cubic feet.....	.....Rs.	1 4 each
								Do. 20 c. feet & under 30	c. feet ,,	1 13 ,,
								Do. 30 do. do. 40	do. ,,	2 6 ,,
								Do. 40 do. do. 50	do. ,,	3 0 ,,
2	0	0	0	8	0	178	Harmoniums and Organs	Do. 50 do. do. 60	do. ,,	5 0 ,,
								Do. 60 do. do. 70	do. ,,	8 0 ,,
								Do. 70 do. do. 80	do. ,,	12 0 ,,
								Do. 80 do. & over.....	..... ,,	15 0 ,,
	Measure	ment.				179	Harness and harness requisites	Case	Measure	ment.
						180	Hats and Caps—*see* Haberdashery.			

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
Special.		181	Hay and straw, pressed	Bale	0 4 6	0 4 6
0 8 0	0 6 0	182	Hemp, loose, in bundles	Ton	1 13 0	1 13 0
0 4 0	0 2 0	183	Do. pressed	Bale	0 6 0	0 3 0
0 4 0	0 2 0	184	Hessians	,,	0 8 0	0 8 0
0 8 0	0 4 0	185	Hides, buffalo, &c.	One hundred	1 0 0	1 0 0
0 12 0	0 8 0	186	Horns of kinds	Ton	2 0 0	1 6 0
Special.		187	Ice	,,	1 12 0	1 12 0
		188	Ice, small quantities for use of ships in Dock ...		Free.	
		189	Incense—*see* Olibanum.			
Measurement.		190	Indian Condiments	Case	Measurement.	
0 8 0	0 3 0	191	Indigo	Ton	2 8 0	2 0 0
Measurement.		192	Instruments, drawing, mathematical, musical, &c., not enumerated	Case	Measurement.	
0 6 0	0 3 0	193	Ink	Case or package	0 11 0	0 11 0
0 8 0	0 4 0	194	Do.	Cask	0 14 0	0 14 0
		195	Do.	Per package of not more than 50 lbs.	0 2 0	0 2 0
0 8 0	0 8 0	196	Ironmongery	Ton	2 4 0	2 0 0
Measurement.		197	Ironmongery, when no weight is given ...	Package	Measurement.	
0 8 0	0 4 0	198	Iron—Bar-iron, hoops, pig, rod, scrap, sheets, bands, angle, T, and old ; and steel hoop ..	Ton	1 4 0	1 4 0
0 12 0	0 6 0	199	Do. other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight, and galvanised iron tubes and pipes	,,	1 12 0	1 12 0
		200	Do. for weights above 1½ tons—*see* Rates for Machinery.			
0 1 3	0 1 0	201	Ivory, elephants' tusks, &c....	Cwt.	0 3 3	0 3 0

0	3	0	0	2	0	202	Ivoryware	Package	0	10	0	0 10 0
0	8	0	0	8	0	203	Jaggery...	Ton	1	13	0	1 13 0
0	4	0	0	2	0	204	Jars, fancy, large, China and Japan	Each	0	3	0	0 3 0
1	8	0	0	12	0	205	Do. common, large	One hundred	6	0	0	6 0 0
1	0	0	0	8	0	206	Do. do. small	,,	4	0	0	4 0 0
1	0	0	1	0	0	207	Jewellery and trinkets	Box or package	1	8	0	1 8 0
0	4	0	0	2	0	208	Do. do. imitation	,,	0	8	0	0 8 0
0	3	0	0	2	0	209	Jute, pressed	Bale	0	5	0	0 3 0
Special.						210	Kerosine Oil	Case of 8 Imp. gals.	0	1	3	0 1 3
0	8	0	0	8	0	211	Khootwood	Ton	2	0	0	2 0 0
1	0	0	0	8	0	212	Lac	,,	2	8	0	2 8 0
0	2	0	0	1	0	213	Lac dye	Package	0	7	0	0 7 0
0	4	0	0	2	0	214	Lace and thread, gold and silver, or kinckob ...	,,	0	8	0	0 8 0
Measurement.						215	Do. do. mock	Case or package	Measurement.			
0	8	0	0	8	0	216	Lead, pig, piping, sheet, and rolls	Ton	1	8	0	1 8 0
0	8	0	0	8	0	217	Do. black, white and red...	,,	2	4	0	2 4 0
0	8	0	0	8	0	218	Do. shot...	,,	2	4	0	2 4 0
0	4	0	0	2	0	219	Leather, foreign	Case or package	Measurement.			
0	8	0	0	8	0	220	Liquorice root	Ton	2	0	0	1 8 0
							Live Stock :—					
						221	Horses*	Each	2	8	0	2 8 0
						222	Cows and Buffaloes	,,	1	12	0	1 12 0
						223	Calves and Pigs	,,	0	10	0	0 10 0
						224	Goats and Sheep	,,	0	5	0	0 5 0
						225	Dogs and Monkeys	,,	0	3	0	0 3 0
						226	Turkeys and Geese	One dozen	0	6	0	0 6 0
						227	Fowls and Ducks	,,	0	3	6	0 3 6
			Special...			228	Tigers, Bears, and other wild animals ..	Each	5	0	0	5 0 0
						229	Small birds or animals, such as Cats, Monkeys, &c., in charge of the owner	..	Free.			
						230	Luggage of European sailors, ship captains, members of the Water Police, and preventive officers when proceeding on, or returning from, duty at the Dock	To pass free				
0	2	0	0	2	0	231	Luggage, Passengers'... ... } See also item	Portmanteaux and hand packages	0	1	0	0 1 0
0	2	0	0	2	0	232	Do. do. ... } No. 399.	Trunks and cases	0	2	0	0 2 0
0	12	0	0	8	0	233	Machinery, up to ¼ ton weight	Ton	1	8	0	1 8 0
1	0	0	0	12	0	234	Do. over ¼ and not exceeding 1½ tons ...	,,	2	0	0	2 0 0
1	4	0	1	0	0	235	Do. over 1½ and not exceeding 5 tons ...	,,	2	4	0	2 4 0
1	8	0	1	2	0	236	Do. over 5 and not exceeding 8 tons ...	,,	2	12	0	2 12 0
2	0	0	1	4	0	237	Do. over 8 and not exceeding 11 tons ...	,,	4	12	0	4 12 0

When horses are landed or shipped in boxes, wharfage will be charged only on the horses.

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
Measure	ment.	238	Machinery, over 11 and not exceeding 100 tons...	Ton	7 8 0	7 8 0
0 8 0	0 8 0	239	Madder or Munjeet	,,	2 0 0	1 8 0
1 0 0	1 0 0	240	Marble and marble slabs	,,	2 4 0	2 4 0
Measure	ment.	241	Matches...	Case	Measure	ment.
0 4 0	0 2 0	242	Mats of sorts, foreign	Package of 50	0 8 0	0 8 0
0 2 0	0 1 0	243	Do. country	One hundred	0 6 0	0 6 0
0 4 0	0 2 0	244	Matting, coir	Package	0 5 0	0 5 0
0 6 0	0 3 0	245	Matting, rolls of coir carpet...	,,	0 8 0	0 8 0
		246	Medicines—*see* Drugs.			
0 12 0	0 10 0	247	Metals, unenumerated	Ton	2 0 0	2 0 0
Special.		248	Military Stores, Arms, equipments not enumerated, up to 1½ tons	,,	2 0 0	2 0 0
		249	Do. for weights above 1½ tons—*see* Rates for Machinery.			
		250	Do. when no weight is given	Package	Measure	ment.
		251	Millinery—*see* Haberdashery.			
		252	Mill Furnishings—*see* Rates for Machinery.			
0 2 0	0 1 0	253	Mineral waters	Case or cask	0 5 0	0 5 0
0 8 0	0 8 0	254	Mother-o'-Pearl Shells	Ton	2 4 0	1 12 0
0 12 0	0 8 0	255	Mowra Flowers	,,	0 15 0	0 15 0
0 4 0	0 4 0	256	Musk	Case or package	1 4 0	1 4 0
0 6 0	0 4 0	257	Myrabolams or Gallnuts and Beedanuts ...	Ton	1 6 0	0 15 0
0 8 0	0 8 0	258	Nails, of sorts	,,	1 12 0	1 12 0
Special.		259	Naphtha	Case or Carboy	0 [illegible] 0	0 3 0
0 8 0	0 8 0	260	Nux Vomica	Ton	2 0 0	1 8 0
0 12 0	0 8 0	261	Oil-cake...	,,	1 2 0	1 2 0
0 1 0	0 1 0	262	Oils—Linseed, Castor, Gingelly, and other Vegetable	Tin, drum or Case up to 10 gals.	0 2 6	0 2 6

0	12	0	0	8	0	263	Do. do. do. in casks ...								
0	8	0	0	4	0	264	Do. perfumed								
Measurement.						265	Oil-cloth and Floor-cloth								
0	1	0	0	0	9	266	Oilman's Stores								
0	1	6	0	1	0	267	Do.								
Measurement.						268	Do.								
1	0	0	0	8	0	269	Olibanum or Incense								
1	8	0	1	0	0	270	Opium								
0	12	0	0	8	0	271	Do.								
8	0	0	4	0	0	272	Organs, large } Organs and Harmoniums ...								
4	0	0	2	0	0	273	Do. small }								
0	1	0	0	0	6	274	Orsidue or brass leaves								
0	1	0	0	0	6	275	Overland post parcels								
0	8	0	0	8	0	276	Paints, oil								
0	4	0	0	2	0	277	Paper of kinds								
1	0	0	1	0	0	278	Pearls								
Measurement.						279	Do. imitation								
0	8	0	0	8	0	280	Pepper of kinds, and pepper roots								
0	8	0	0	4	0	281	Perambulators								
Measurement.						282	Perfumery—hair oil, pomades, &c.								
4	0	0	2	0	0	283	Pianofortes								
0	4	0	0	2	0	284	Piece Goods, Cotton, including Printed Handkerchiefs								
0	4	0	0	2	6	285	Do. Silks and Velvets								
0	4	0	0	2	6	286	Do. Cotton and Silk, large bales ...								
0	4	0	0	2	0	287	Do. Woollens								
0	8	0	0	8	0	288	Pitch								
						289	Porcelain—*see* Crockery.								
						290	Plated-ware—*see* Bullion.								
1	0	0	1	0	0	291	Precious Stones								
						292	Provisions, fresh, for voyage*								
						293	Do. for daily use of ships in Dock ...								
0	2	0	0	1	0	294	Quicksilver								
0	2	0	0	1	0	295	Rags								
Special.						296	Railway plant and materials								
						297	Raisins—*see* Fruits, dried.								
0	12	0	0	8	0	298	Rattans...								
0	1	0	0	0	6	299	Do. Malacca								
0	8	0	0	8	0	300	Rose flowers, dried								

Ton	2	0	0	1	8 0
Case or pot	0	10	0	0	10 0
Ton	2	0	0	2	0 0
Case below 2 c. ft.	0	2	0	0	2 0
Case from 2 to 5 c. ft.	0	4	0	0	4 0
Case from 5 c. ft. and upwards	Measurement.				
Ton	2	8	0	2	0 0
Chest of 140 lbs.	1	12	0	1	4 0
Half chest	0	14	0	0	10 0
Each .....*see* Harmoniums.				Item No. 178	
Package	0	2	6	0	2 6
Each	0	2	6	0	2 6
Ton	2	4	0	2	4 0
Case or bale	0	7	0	0	7 0
Box or package	1	0	0	1	0 0
,,	0	7	0	0	7 0
Ton	2	8	0	2	0 0
Each	1	0	0	1	0 0
Case	Measurement.				
Each	7	0	0	7	0 0
Bale	0	6	0	0	5 0
,,	0	12	0	0	12 0
,,	0	12	0	0	12 0
,,	0	6	0	0	5 0
Ton	2	4	0	2	4 0
Box or case	1	0	0	1	0 0
Coolie-load	0	1	0	0	1 0
.....	Free.				
Bottle	0	5	0	0	5 0
Bale or package	0	4	0	0	3 0
.....	Same rates as Machinery.				
Ton	2	4	0	2	4 0
One dozen	0	3	0	0	3 0
Ton	2	4	0	2	4 0

Bonâ fide ship's stores, furniture, tools and materials for repairs imported or exported at Prince's Dock are exempted from payment of Wharfage charges.

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 1 6	0 1 0	301	Rose-water	Case	0 4 6	0 4 6
0 1 0	0 0 6	302	Do.	Carboy	0 2 0	0 2 0
		303	Rope—*see* Cordage.			
0 8 0	0 8 0	304	Rosin	Ton	2 4 0	2 4 0
		305	Saddlery—*see* Harness.			
0 8 0	0 8 0	306	Safflower	,,	2 8 0	1 12 0
0 4 0	0 2 0	307	Saffron	Case	1 0 0	1 0 0
0 8 0	0 8 0	308	Sago	Ton	2 4 0	2 4 0
Measurement.		309	Do.	Case or package	Measurement.	
0 8 0	0 8 0	310	Salammoniac	Ton	2 4 0	2 4 0
0 12 0	0 6 0	311	Salt, Country	,,	1 0 0	1 0 0
		312	Do. Refined—*see* Oilman's Stores.			
0 12 0	0 6 0	313	Saltpetre	,,	2 0 0	2 0 0
0 1 0	0 0 6	314	Samples, Cotton, small	...		Free.
0 1 0	0 0 6	315	Do. other than above	Parcel	0 1 0	0 1 0
Measurement.		316	Do. do. in cases	Case	Measurement.	
0 8 0	0 8 0	317	Sandalwood	Ton	2 0 0	2 0 0
0 2 0	0 1 0	318	Do. boxes and ware	Package	0 7 0	0 7 0
0 8 0	0 8 0	319	Sapanwood	Ton	1 10 0	1 6 0
0 6 0	0 4 0	320	Seeds, Oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c.	,,	0 14 0	0 14 0
0 12 0	0 8 0	321	Seeds, other than Oil seeds, unenumerated ...	,,	2 0 0	1 12 0
0 8 0	0 8 0	322	Senna Leaves	,,	2 4 0	1 12 0
1 0 0	1 0 0	323	Shark Fins and Samooder Fins	,,	2 4 0	2 4 0
0 8 0	0 4 0	324	Shawls, Cashmere and Delhi ,,, ...	Case or package	0 14 0	0 12 0
0 4 0	0 2 0	325	Do. European	,,	Measurement.	
0 8 0	0 8 0	326	Shellac	Ton	2 8 0	1 13 0

0	3	0	0	2	0	327	Shells, in cases, unenumerated	Case	0 7 0	0 7 0
0	8	0	0	8	0	328	Do. in bags and loose, unenumerated ...	Ton	2 0 0	1 8 0
0	1	6	0	1	0	329	Shovels	Per doz.	0 3 0	0 3 0
0	4	0	0	2	0	330	Silk, raw	Case or bale	0 10 0	0 10 0
						331	Silk Piece Goods—*see* Piece Goods.			
						332	Silverware—*see* Bullion.			
Measurement.						333	Skins, Goat and Sheep, tanned	Bundle, bale or case	0 7 0	0 7 0
Do.						334	Soap, perfumed, foreign	Case	Measurement.	
Do.						335	Do. do. bar		Do.	
1	0	0	0	8	0	336	Do. soft country, and bar...	Ton	2 0 0	2 0 0
0	8	0	0	4	0	337	Spelter and Solder	,,	1 14 0	1 14 0
1	0	0	0	12	0	338	Spices—cinnamon, mace, nutmegs, cloves, bastard cardamoms, and others unenumerated	,,	2 0 0	1 8 0
						339	Spices—cardamoms—*see* Special rate for Cardamoms.			
0	0	1½	0	0	3	340	Spirits, liquors and wines, in wood	Imp. gal.	0 0 3½	0 0 3½
0	0	9	0	0	3	341	Do. do. in bottle	1 doz. qts. or 2 doz. pts.	0 2 0	0 2 0
Measurement.						342	Stationery, unenumerated	Case or cask	Measurement.	
0	8	0	0	4	0	343	Steel	Ton	1 8 0	1 8 0
0	12	0	0	8	0	344	Sugar and Sugarcandy	,,	1 2 0	1 8 0
0	2	0	0	1	0	345	Do. Loaf or Chopped	Case weighing 1 cwt. and over	0 5 0	0 5 0
						346	Do. do.	Case under 1 cwt. to be charged by Measurement.		
0	8	0	0	8	0	347	Sulphur...	Ton	2 4 0	2 4 0
						348	Tallow—*see* Fat.			
0	8	0	0	8	0	349	Tar	,,	2 4 0	2 4 0
0	2	0	0	1	0	350	Tea	Chest of 60 lbs	0 3 6	0 3 6
0	2	0	0	1	0	351	Do.	Do. over 60 lbs.	*	*
0	1	0	0	0	6	352	Do.	Half chest	0 2 0	0 2 0
0	1	0	0	0	6	353	Do.	Pkg. below 30 lbs	0 1 0	0 1 0
0	3	0	0	1	6	354	Thread	Case	0 6 0	0 5 0
0	12	0	0	8	0	355	Tiles, flooring	Ton	2 4 0	2 4 0
0	12	0	0	8	0	356	Do. foreign	1,000	3 12 0	3 12 0
						357	Do. Mangalore	Regd. ton of vessel	1 12 0	1 12 0
0	12	0	0	4	0	358	Timber — Blackwood, Ebony, Teak, and Pine, in logs and squares	Ton of 50 cubic feet	1 12 0	1 12 0
0	12	0	0	4	0	359	Do. planks and scantlings	,,	1 4 0	1 4 0
0	8	0	0	4	0	360	Tin of kinds	Ton	1 12 0	1 8 0
0	1	0	0	0	6	361	Tin Plates	Box	0 1 6	0 1 3
0	4	0	0	2	0	362	Tobacco, foreign or manufactured	Case	0 6 0	0 6 0
Measurement.						363	Do. country	Bale	Measurement.	

* To be charged proportionately to chest of 60 lbs.

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week, for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 4 0	0 2 0	364	Tortoise Shell	Case	0 9 0	0 9 0
Measure	ment.	365	Toys	,,	Measure	ment.
0 2 0	0 1 0	366	Trunks and Boxes	Measurement		
0 6 0	0 6 0	367	Turmeric	Ton	2 0 0	1 8 0
Spe	cial.	368	Turpentine—Tin, Drum or case up to... ...	Ten gals.	0 2 6	0 2 6
0 4 0	0 2 0	369	Twist and Yarn	Bale	0 6 0	0 4 3
Measure	ment.	370	Umbrellas	Case	Measure	ment.
0 1 0	0 0 6	371	Varnish	Five gals.	0 2 0	0 2 6
		372	Vegetables, fresh, for voyage	Coolie-load	0 1 6	0 1 6
		373	Do. do.	Cart-load	0 7 0	0 7 0
0 2 0	0 1 0	374	Vermilion	Case	0 5 0	0 5 0
0 3 0	0 2 0	375	Waste, Cotton, Twist and Wool	Bale	0 2 6	0 2 6
0 8 0	0 8 0	376	Watches, gold and silver	Case	1 8 0	1 8 0
0 4 0	0 2 0	377	Do. other than above	,,	0 12 0	0 12 0
0 6 0	0 4 0	378	Weed Seed	Ton	2 4 0	2 4 0
0 8 0	0 8 0	379	Whiting	,,	2 0 0	2 0 0
		380	Wines, &c.—*see* Spirits.			
0 1 0	0 0 6	381	Wire, bottling	Case of 1 cwt.	0 2 0	0 2 0
1 0 0	0 8 0	382	Do. of sorts, unenumerated	Ton	2 4 0	2 4 0
0 3 0	0 1 0	383	Wool, unpressed	Docra up to 1½ cwts.	0 6 0	0 6 0
0 4 0	0 2 0	384	Do. do.	,, up to 3 cwts.	0 9 0	0 9 0
0 4 0	0 2 0	385	Do. do.	Bale or bora above 3 cwts.	0 12 0	0 12 0
0 3 0	0 2 0	386	Do. pressed	Bale	0 5 0	0 5 0
		387	Do. Berlin—*see* Haberdashery.			
		388	Woollens—*see* Piece Goods.			
0 12 0	0 6 0	389	Yellow metal, sheets, sheathing and braziers ...	Ton	2 0 0	2 0 0

0	8	0	0	6	0	390	Zinc sheathing, sheets and perforated sheets ...			,,	2	0	0	2	0	0
							On all Goods not enumerated, if in cases, bales, crates, or casks, and for all goods specified to be charged for by measurement, the rates will be :—									
0	1	0	0	0	9	391	If under 4 cubic feet			Package	0	2	0	0	2	0
0	1	6	0	1	0	392	If 4 or under 6 cubic feet...			,,	0	4	0	0	4	0
0	2	6	0	1	6	393	If 6 or under 10 cubic feet.			,,	0	6	6	0	6	6
0	4	0	0	2	0	394	If 10 or under 15 cubic feet.			,,	0	8	0	0	8	0
0	5	0	0	2	6	395	If 15 or under 20 cubic feet.			,,	0	10	0	0	10	0
0	6	0	0	3	0	396	If 20 or under 30 cubic feet.			,,	0	14	0	0	14	0
0	10	0	0	5	0	397	If 30 or under 40 cubic feet.			,,	1	3	0	1	3	0
0	14	0	0	7	0	398	If 40 or under 50 cubic feet.			,,	1	8	0	1	8	0
1	0	0	0	8	0	399	If 50 or under 60 cubic feet.			,,	1	14	0	1	14	0
0	1	0	0	0	9	400	For every 10 cubic or part of 10 cubic ft. additional			,,	0	2	0	0	2	0
1	4	0	0	8	0	401	On all goods not enumerated, chargeable by weight			Ton	2	4	0	2	4	0
						402	Unenumerated unpacked goods, ...			Per coolie-load	0	2	0	0	2	0
						403	Passengers' baggage and other unmanifested goods for which Dock labour is not supplied ..			.....	Free.					

MISCELLANEOUS CHARGES.

1. The following charges will be made for loading or unloading carts at the Dock :—

For spirits, wines, candles, copper, and yellow metal in cases—1½ annas per cart.

For other goods except machinery—1 anna per cart.

For machinery by truck—special rates.

The Dock Superintendent has discretionary power to allow consignees or shippers to load carts.

2. Transhipment of goods overside into or from boats, if supported by Customs documents, will be permitted free.

3. A charge of 3 annas per ton will be levied from the ship or from the consignees as the case may be for sorting iron which is landed in a mixed condition.

4. When the Dock pontoon is used by any vessel for the purpose of effecting repairs, a charge of Rs. 5 for a day or Rs. 10 for a day and night will be levied.

5. A fee of 4 annas will be levied for each duplicate chappa that may be required.

6. The following charges will be levied for opening cases, &c. :—

	Rs.	a.	p.	
Cases not otherwise enumerated under 6 cubic feet...	0	0	6	each.
,, ,, over 6 ,, ...	0	1	0	,,
Bales under 6 cubic feet	0	1	0	,,
,, over 6	0	2	0	,,
Cases, Machinery, under 1½ tons weight...	0	2	0	,,
Packages over 1½ tons weight	0	8	0	,,
Cases, Wines and Spirits, containing 2 dozen and under	0	0	6	,,
,, ,, ,, over 2 dozen ..	0	1	0	,,
Pianos and Harmoniums	0	4	0	,,
Gilt Mouldings	0	4	0	,,
Quarter Casks in casing	0	4	0	,,
Hogsheads ,, ...	0	8	0	,,
Two-wheeled Carriages	0	4	0	,,
Four-wheeled ,, ...	0	8	0	,,
Fixing Carriages	4	0	0	,,

The consignee or shipper of goods when repacking at the Dock will be charged half an anna per package.

For use of Dock scales or weighbridge 8 annas up to 16 tons, and ½ an anna for every ton in excess of 16 will be charged.

	Rs.	a.	p.	
Hire of Dock Shoots	1	0	0	each per day.
Hire of Chain Slings (to be used at ship's risk)	0	8	0	,,
Hire of Tubs	0	8	0	
Hire of 5 ton Trucks	3	0	0	
Hire of 10 ,, ...	6	0	0	

Weighing or measuring goods 3 annas per ton and a further charge of Rs. 2 per day when a clerk is employed.

For certificates of weight or measurement Rs. 5 each.

RENTS.

7. Imports.

A.—Import Goods except Iron and Steel, as specified under item No. 198. Dutiable goods will be allowed 7 days and duty-free goods 5 days free of rent after landing. After these free days have expired, extra rents will be incurred for every 3 days, or part of 3 days, at the rate of one-third of

the wharfage fee to which the goods may be liable. Immediately after the expiry of free days goods may be removed into the warehouse for unclaimed goods. No free days will be allowed for coal, coke, cinders, ashes, patent fuel, dust or rubbish.

B.—*Iron and Steel as specified under item No.* 198 will be allowed 7 days free of rent after landing; thereafter ground-rent will be charged for space occupied at the rate of Rs. 20 for 500 square feet per mensem in the open air, and Rs. 30 for 500 square feet per mensem in sheds.

8. Exports.

A.—Goods brought for shipment when no vessel is named will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named will be allowed 10 days free of rent if the goods be kept in the open, and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment.

D.—Part shipments shut out owing to no fault of the shipper, but because of the vessel being full, shall, if removed by cart or boat, receive the benefit of the free days as if the goods had been taken by the vessel.

E.—After the free days have expired rent will be incurred for every 3 days, or part of 3 days, at the rate of one-half of the wharfage to which the goods may be liable.

F.—On shut-out cargo removed by boats or carts one-half of the wharfage only will be recovered, provided that no dock labour is employed, and that the goods are removed within the 24 working hours of the departure of the vessel from the Dock.

G.—Shut-out cargo will be allowed to remain in the transit sheds or in the open, free of rent, for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped.

9. In computing the days for charging rents, Sundays and the holidays enumerated in bye-law No. 58,* as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received, will be omitted.

10. Consignees of specie must themselves take delivery from the ship, and shippers must make their own arrangements to ship it.

11. Ships' stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.

12. Import goods delivered into lighters alongside for removal out of Dock will be charged $\frac{1}{6}$th of wharfage rate; export goods taken on board from lighters alongside will be charged $\frac{1}{3}$rd the wharfage rate.

* BYE-LAW 58.—Working hours at the Dock shall be from sunrise to sunset, except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birth Day, and any fast or thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees.

Opium taken on board vessels in Prince's Dock from lighters alongside will be charged 2 annas per chest, or 1 anna per half-chest.

13. Burst bales, &c., relanded in course of shipment, for repacking, will not be charged a second wharfage fee.

14. Railway materials for the G. I. P. and B B. and C. I. Railway Companies will be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues. Such materials when landed on quay for ship's convenience and afterwards re-shipped into boats will be treated as transhipment cargo under Rule 21.

15. Ordinary Ballast brought from a Port Trust Bandar, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similarly all ballast taken out of a vessel in Dock by boats may be passed free if removed to a Port Trust Bandar. Ballast brought from elsewhere into Dock will be charged the Trustees' "outlying Bandars" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

16. The Trustees will only accept responsibility for damage which may be caused by want of reasonable care on the part of their own servants.

17. Dock Dues.

A.—In addition to the foregoing charges on goods every square-rigged vessel using the Dock (except those troopships and regular liners for which special rates may be arranged) will be charged 3 pies per ton per diem. The minimum charge (Troopships and regular Liners excepted) being Rs. 50 for each square-rigged vessel.

B.—Vessels occupying a berth on the outside face of the Dock shall be charged half Dock dues in every case in which there may not be a berth available inside the Dock.

C.—Vessels will not be charged for Sundays or the holidays enumerated in bye-law No. 58 when no work is done.

D.—A vessel lying in Dock without cargo, waiting for charter or cargo, and not working, shall nevertheless be charged full Dock dues for the time she so lies idle, and must give up her berth, if required, to a working vessel.

E.—A vessel which may have remained in the Dock idle for five days may be ordered out of Dock by the Superintendent should the space she occupies, whether next to the quay or not, be required.

F.—Should a vessel in 3 weather working days load less than 500 tons she will be liable to have to give up her berth to a working vessel.

G.—Should a vessel in 8 days load less than 2,000 tons she will be liable to be ordered out of Dock.

H.—Dock dues on all country craft (not square-rigged) will be charged at the rate of 2 pies per ton per diem.

I.—The day that a vessel enters and the day she leaves the Dock shall be counted as one day.

K.—Part of a day shall be charged as a whole day.

18. Night and Holiday work.

The charges for night work at Prince's Dock shall be as follows:—

A.—Rs. 30 per night from 6 p.m. to 6 a.m.
Rs. 15 per half-night from 6 p.m. to midnight.

B.—When gates are opened for receiving and delivering cargo, Rs. 15 per night from 6 p.m. to 6 a.m., and Rs. 7½ per half-night, from 6 p.m. to midnight, or from midnight to 6 a.m., to be paid by each ship receiving goods through a Dock gate after working hours. Except in the case of State Railway materials, the charge for which will be Rs. 3 per night and Rs. 1½ per half-night.

The following extra rates shall be charged for work done in Prince's Dock on Sundays and on Holidays :—

Rs. 30 per diem.
Rs. 15 per ½ day.

C.—When gates are opened for receiving and delivering cargo, a fee of Rs. 15 per day and Rs. 7½ per half-day will be charged. Except in the case of State Railway materials, the charge for which will be Rs. 3 per day and Rs. 1½ per half-day. Such fee to be paid on account of each vessel for which cargo is being received or delivered.

19. Boats using the East wharf of the Prince's Dock shall be charged the regular Bandar rates on goods and boats.

20. No claim for refund will be admitted if not made within two months from date of claim occurring, nor will any refund be made of sums under Rs. 2.

21. On goods landed at the Prince's Dock and previously entered for transhipment one-third of wharfage rate as a transhipment fee will be charged ; the transhipment fee will cover the right to deposit on wharf 3 days, thereafter the ordinary Dock ground or shed rent charges will be levied ; the ship shall make its own arrangements for handling and removing the goods.

22. Vessels desiring to discharge overside coal or other articles not allowed on the wharf, in order to avail themselves of wharf facilities for the rest of their cargo, may be allowed to do so free of overside delivery charge, provided that the goods so put out do not amount to more than one-fifth of the entire cargo. Any quantity in excess of this proportion to pay the usual rates.

23. The Port Trustees will not be liable or responsible in any way for lost or damaged goods, *e.g.*, chafages, breakages and short deliveries, of which notice has not been given within one month from the date of landing or shipping, as the case may be.

24. The Dock Superintendent is authorized to land, at the expense of the Trust, whatever quantity of cargo may be necessary to enable a vessel to come into Dock, should it appear to him desirable to incur such expense. The goods so landed to be liable to ordinary dock rates.

25. The Trustees will send out free of charge to vessels in the stream (ordinary Dock rates having previously been paid) such quantity of cargo not exceeding 500 tons as, owing to insufficient depth of water, such vessels may be unable to load while in Dock, provided that the vessel to which cargo may be taken shall have loaded in Dock to the greatest extent that the depth of water there will allow prior to sailing.

26. The Trustees will not be responsible for delay, dead freight, or on any other account than for loss or damage to goods by or through the default or negligence of their servants or contractors.

27. Goods will only be sent out to the stream on the written order of the Agent specifying description and quantity ; or in the case of a vessel having no Agents, then under such special arrangements as the Dock Superintendent may consider necessary for the security of the Trust.

28. In the case of cargo sent out to a vessel in the stream and there shut out, the ship's Agents will be required to pay for its loading and taking out and for its return and landing at the Dock, or, if so directed by the Agents, at any Bandar, at the rate of Rupee one per ton.

29. Cranage.

Vessels will be charged for the use of the Trustee's cranes, as follows :—

A.—For each 1½ ton crane per day or per night.....Rs. 7½
Do. 1½ do. ½ do. ½ do. ..... „ 3¾

[NOTE.—Small consignments of transhipment goods, machinery, &c., landed from or shipped into boats or country crafts will be charged for the use of the 1½ ton cranes at the rate of 2 annas per ton, or the crane may be engaged by the day at the above rate of Rs. 7½.]

Any part of a day or night less than a half will be charged as a half day or night.

B.—For weights over 1½ tons and not exceeding

			5 tons...	Rs.	1	0	0	per ton.
„	5	„	„ 8	„	2	0	0	„
„	8	„	„ 11	„	3	4	0	„
„	11	„	.....	„	4	0	0	„

C.—These charges will only be levied when Trustees' cranes are used.

D.—A preferential use of cranes will be given for discharge of import cargo.

E.—If weights are kept suspended more than one-fourth of an hour, double rates will be charged. The same charge will be levied for lifting weights from the hold of a vessel and placing them on deck as for placing them on the wharf.

F.—Machinery in pieces will be charged by measurement or weight at option of Dock officers ; if by measurement, forty cubic feet will be considered a ton, and the rate per ton shall be that at which the dead weight is chargeable. This rule will apply to wharfage as well as to cranage rates.

G.—Vessels occupying the crane berth only for the purpose of using the 100 ton crane will be charged a fee of Rs. 2½ for each working hour in addition to the cranage fees.

H.—An Additional charge of Rupee 1 per ton will be made when articles require to be deposited on the wharf and afterwards lifted by the crane into trucks.

I.—For masting and dismasting ships the following charges will be levied :—

For ships of tons.	Mainmast.	Foremast.	Mizenmast.	Bowsprit.
	Rs.	Rs.	Rs.	Rs.
1,500 to 2,000	140	110	85	55
1,000 to 1,500	110	90	65	45
750 to 1,900	80	60	50	30
300 to 750	50	40	30	20

K.—In the case of masts and bowsprits the ship will provide

slings and the labour required for slinging, both for masting and dismasting.

L.—In all other cases the ship will provide slings and the labour required for slinging articles to be landed: the Trustees will supply slings and labour for shipping and shifting on land.

M.—Any special work done by the 100 ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton, or lift, as may be agreed upon with the Dock Superintendent.

Under the provisions of Section 43 of the Bombay Port Trust Act, 1879, the following additions are made to the table of charges leviable at the Prince's Dock :—

"For cotton, coir and wool brought by boat for shipment overside, when bales are burst and when for that or any other reason they require to be landed at the dock, the following charges should be levied :—

		Cotton.	Coir.	Wool.
		Rs.a.p.	Rs.a.p.	Rs.a.p.
On landing, if work is done by Mukadam,	per bale	0-0-6	0-0-9	0-0-6
On re-shipment	,,	0-0-6	0-0-9	0-0-6
Do. if work is done by Trust.	,,	0-2-0	0-2-9	0-4-6"

Under the provisions of Section 43 of the Bombay Port Trust Act, 1879, the toll for the use of sidings at Prince's Dock is fixed at four annas per ton except in the case of State Railway stores for which special rates not exceeding four annas per ton may be fixed by the Trustees from time to time.

Trucks not removed beyond the Dock fence as soon as loaded will be liable to be removed by the Dock authorities at the risk and expense of the owners of the goods.

For the use of the other sidings on Port Trust Estate the following charges will be levied :—

For Salt loaded or unloaded, 3 annas per ton.
,, Coal do. do. 2 do.
,, Firewood, charcoal and timber, Rs. 1½ per loaded wagon.
,, Cattle, Rs. 1½ per wagon.
,, State Railway Materials, special rates to be fixed by Trustees, not exceeding 4 annas per ton.
,, All other goods, 4 annas per ton.

BOMBAY PORT TRUST.

RULES FOR GUIDING ISSUE OF WARRANTS, CHARGES, &c.

Bye-laws, made by the Trustees of the Port of Bombay under Section 73 of the Bombay Port Trust Act, 1879, with regard to Warehousing of Goods in Port Trust Warehouses, Granting Warrants for Goods, and other Cognate Matters.

1. Non-hazardous goods, whether dutiable or free, will be received into the Trustees' warehouses for custody on application made on Forms 1, 2, and 2A (see Schedules A, B, and B(1) attached hereto at the rates laid down in the table of charges annexed to these rules.

2. Hazardous goods will be held to include cotton (except in full-pressed iron bound bales), vegetable fibres and grasses of all kinds, rags, mungo, waste of all kinds, pitch, tar, rosin, turpentine, brimstone, saltpetre, nitrate of soda, nitro-glycerine, gunpowder, fulminating powder, lampblack, tallow (manufactured or unmanufactured), including stearine candles, oils of all kinds, naphtha camphine, liquid paraffin, petroleum and its products, varnish, spirits of all kinds (not in bottles), caoutchouc, gutta-percha, lucifer and percussion matches of all kinds, &c., and will not be received into the Trustees' warehouses.

3. Goods will be warehoused under "warrant" or without issue of "warrant" according to the desire of the warehousing party.

Goods lodged under "warrant" will be known as "warrant goods" and goods lodged without issue of "warrant" as "non-warrant goods."

4. For "warrant goods" stamped warrants will be issued on Forms 3 and 4 (see Schedules C and D hereto attached), but for "non-warrant" goods a receipt will be granted on Form 5 (see Schedule E).

5. "Non-warrant goods" will be delivered in whole or in part according to written delivery orders from the holders.

6. "Non-warrant goods" will be transferred from any one depositor to another on a written authority from the original depositor; in such cases a fresh receipt (Form 5) will be issued in the name of the transferee.

7. "Non-warrant goods" once transferred to another party will only be delivered upon delivery orders signed by the transferee, who can, however, also transfer to a third party and so on, the last transferee being always considered the holder of the goods.

8. In the case of goods in the dock transit sheds which are to be warehoused the applicants must first settle all the dock wharfage, landing charges, &c., and attach to his application the necessary

customs documents. The receipt for dock charges paid must also be produced for inspection if required.

9. Warrants will only be issued provided that there is no lien for freight or otherwise on the goods to be lodged, and provided that all Port Trust charges for wharfage, landing, &c., are first paid.

Subsequent charges must be paid by the holders of the warrants before delivery of the goods.

10. Warrants will be transferable by endorsement without production of the warrants to the Trustees.

11. Goods covered by a warrant cannot be delivered without production and delivery of the warrant.

12. Proprietors of goods may pay rent and incidental charges on goods covered by warrant up to any desired date and have new warrants issued.

13. Warrants will be made out for such quantities of goods as may be convenient to importers, provided that the lotting operations have been satisfactorily completed beforehand.

14. Should the delivery of the whole contents of a warrant be directed and the goods not be removed within two days, a new warrant for the remainder of the goods incurring rent from the date of return of the original warrant must be taken out.

15. When the holders of warrants are desirous of assigning part contents without delivery, re-weighing, re-housing, &c., new documents may be obtained in exchange for the originals duly endorsed. The endorsement should specially direct the manner in which the contents are to be divided and state the names of the parties in whose favor the warrants are to be issued in the following form :—

"Please to divide the within" or, (when part is to be delivered) "Deliver to bearer (state how many packages) and grant new one for (state how many packages) in favor of , one for," &c.

16. If desired by the holders warrants may be exchanged or divided without assigning the goods.

17. Original warrants will be charged for at the rate of 5 annas each, which will include the cost of stamp. Other warrants in lieu of those returned will be charged for at the rate of 6 annas each including the cost of stamp.

18. If from the nature of the contract between the seller and the buyer re-weighment should be necessary, new warrants, if desired, will be issued on deposit of the original warrants endorsed with directions to that effect containing the landing weights and re-weights as soon as the operations have been completed.

19. When any alterations, such as re-packing, &c., are to be made, the warrants must be lodged, and others representing the goods as re-packed, &c., will be issued.

20. In the case of casks of liquids made use of to fill up others, the warrants for such casks must be lodged, and the proprietor may either have a new warrant for the remainder or it may be delivered to his order.

21. In the last three cases the operations performed will be charged for in addition to the cost of any new warrants that may be issued.

22. In the event of warrants being lost or mislaid, duplicates will be issued on application, but an engagement by the owners and a substantial surety (in Form 6 appended), to indemnify the Port Trust in case of any claim being made on the original documents, must accompany the application; the loss of the warrants must also be advertised once at least in two English and two native local newspapers.

23. No duplicate warrants will be issued until seven clear days from advertisement of loss in the newspapers have elapsed.

24. On notice of loss of any warrants being given, the goods covered will be at once stopped until either duplicates are issued or the missing warrants are produced.

25. After duplicate warrants have been once issued, the originals if produced, will not be acted upon.

26. A charge of 1 rupee in addition to cost of stamp will be made for every duplicate warrant issued.

27. Irregularities in endorsements on warrants must be carefully avoided by holders, as they not only lessen the security of the proprietors of goods and render the warrants incomplete as authorities, but also give rise to impediments in the regular despatch of business.

28. No unauthorized or irregular endorsement on warrants will be accepted or acted upon.

29. Weight notes corresponding to warrants will be furnished, when required, at a charge of annas 4 for each.

30. Part contents of goods specified in a warrant cannot be delivered unless the warrant is returned and fresh document taken out for the balance.

31. Rent for all goods placed in the warehouse will be charged per week, and part of a week will be charged as a whole week; the rent will commence from the date of application, and will be charged for the entire quantity of goods specified in the application.

32. In cases of goods transferred from one party to another, rent will commence for a fresh week from the date of transfer, the same as when a deposit is made; no abatement of rent for any unexpired portion of a week will be made to the transferrer, the operation of transfer being considered in the same light as a delivery.

33. Goods placed in the warehouse will remain at the risk and expense of the depositors until a receipt or warrant be granted.

34. Goods once taken delivery of by owners under a clear receipt and not removed forthwith from the warehouse premises will remain at the risk and the expense of owners, and no responsibility in connection therewith will rest with the Trustees.

35. The Trustees will not be answerable for any damage or loss suffered by merchandise while in the Trust warehouses if such damage or loss be the result of natural or unavoidable causes. Responsibility will only be admitted when the damage or loss has been

in consequence of want of proper care or attention on the part of the Trustees.

36. The Trustees will not be responsible for contents of packages when the outward condition on delivery is the same as when the packages were first received into the warehouse.

37. Permission will be given for the opening of packages for appraisement, extracting of samples, &c., but all packages so opened without their condition having been questioned will be considered as taken delivery of, and no claim for damage subsequently discovered will be allowed.

38. Packages that have been once opened will lie in the warehouse at the risk of the owner.

39. As a principle no non-warrant goods will be delivered until all rents and charges due in respect of them be fully paid up, but this rule may be relaxed for the convenience of merchants having monthly transactions and accounts at the warehouse.

40. When charges for goods in the warehouses are made by bills such charges must be paid within two months after presentation of the bills; in case of non-payment of charges within the two months, the Trustees shall have the right to stop delivery of all goods in the warehouses standing in the names of the parties owing any rents or other warehousing charges until full settlement be effected.

41. The Trustees' warehouses will be closed on Sundays and on the general public holidays, viz.:—

Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees.

On other days the warehouses will be open from 7 a.m. till 5 p.m.

B. H. POTTINGER, Colonel,
Acting Secretary to Government.

Schedule A., referred to in Section 1.

FORM 1.

Registered No. of

No.

Bombay, 188 .

THE SUPERINTENDENT,

PRINCE'S DOCK WAREHOUSES.

Please receive into your Warehouses the undermentioned packages ex S. S. and hold them to charges will be paid by

Marks.	Numbers,	Number and kind of Packages.		Description of Goods.
	Total...			

Signature—

Address—

Schedule B., referred to in Section 1.

FORM 2.

BOMBAY PORT TRUST.

To

THE TRAFFIC MANAGER, BOMBAY PORT TRUST,
WARRANT WAREHOUSE.

Bombay, 188 .

Please to prepare Warrants in the name of to
for the undermentioned Goods about to be exported in the S. and issue Weight Notes agreeably
by
to such directions as you may receive from

Signature—
Address—

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

Schedule B (1) *referred to in Section* 1.

FORM 2A.

BOMBAY PORT TRUST.

To

THE TRAFFIC MANAGER, BOMBAY PORT TRUST,
WARRANT WAREHOUSE.

Bombay, 188 .

Please to prepare Warrants in the name of
for the undermentioned Goods imported in the S. Captain
from entered by on the 188 ; and
issue Weight Notes agreeably to such directions as you may receive from

Signature—

Address—

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

Schedule C., referred to in Section 4.

FORM 3.

BOMBAY PORT TRUST WARRANT.

WAREHOUSE DEPARTMENT.

Lot Rotn. No.

Bombay, Dated this 188 .

No.

Warrant for the Goods noted below, warehoused by for export to
by S. expected to sail on deliverable to
or order by endorsement hereon. Rent commences on the and all other charges
from the date of this Warrant.

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

Fo. No.

Date

Superintendent, Warehouses. Traffic Manager,
Bombay Port Trust.

The Port Trust is not liable for damage or loss from unavoidable causes.

Schedule D., referred to in Section 4.

FORM 4.

BOMBAY PORT TRUST WARRANT.

WAREHOUSE DEPARTMENT.

Lot Rotn. No.

Bombay, Dated this 188 .

No.

Warrant for the Goods noted below, imported in the S. Captain
from entered by on the
to or order by endorsement hereon. Rent commences on the deliverable
and all other charges from the date of this Warrant.

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

Fo. No.

Date

Superintendent, Warehouses. Traffic Manager,
Bombay Port Trust.

The Port Trust is not liable for damage or loss from unavoidable causes.

Schedule E., referred to in Section 4.

FORM 5.

No. of 188 .

No.

BOMBAY PORT TRUST.

PRINCE'S DOCK WAREHOUSES.

Received from

The following Goods warehoused by

Marks, Nos. and Address.	Packages.	Description.	Ship.	Remarks.
1	2	3	4	5

For Superintendent,
Prince's Dock Warehouses.

188 .

The Port Trust is not liable for damage or loss from unavoidable causes.

FORM 6.

We (or I), *A B.*, now of , and *C. D.* of , are jointly and severally bound to the Trustees of the Port of Bombay, their successors, and assigns, in the sum of Rs. to be paid to the said Trustees, their successors, or assigns, for which payment we jointly and severally bind ourselves respectively and our legal representatives.—

The stamp will be in accordance with the Stamp Act, Schedule No. 23.

Surety.

Double the value of the goods in respect of which the warrant has been lost.

Dated this day of 188 .

Whereas the Warrants dated the day of 18 and bearing Numbers which were issued by the said Trustees to in respect of have been lost or mislaid. And whereas the said are owners of the said goods and have on the advertised in the newspapers the loss of the said Warrants but no answer has been received to the said advertisements and the said have applied to the said Trustees to issue Duplicates of the said Warrants which they have agreed to do upon receiving this Indemnity. And whereas the said hath at the request of the said agreed to become their surety for the performance of the conditions hereinafter contained. Now the Condition of the above written Bond is such that if the said and and the said and their respective legal representatives or any or either of them shall and will from time to time and at all times hereafter effectually indemnity and save harmless the said Trustees, their successors, and assigns, from the against all suits, costs, charges, damages, claims, and demands whatsoever which shall or may at any time or times hereafter be brought or prosecuted against the said Trustees, their successors or assigns by any person or persons whomsoever by reason of the said Warrants not having been produced or having been lost, mislaid, or dealt with in any way, or by reason of the said duplicate Warrants having been handed over by the said Trustees to the said or for or by reason or on account of any other matter or thing whatsoever in any wise relating to the premises, then the above written Bond is to be void and of no effect, otherwise the same shall be and remain in full force and virtue.

Mention the goods.

How many times.

Signed, sealed and delivered by

No. 7.—Under the provisions of Section 43 of the Port Trust Act, 1879, and the Port Trust Amendment Act VI. of 1883, the following rates will be charged for the rent, storage and delivery of goods deposited in the Port Trust Warehouses on and after 1st April 1885 :—

BOMBAY PORT TRUST.

WAREHOUSE DEPARTMENT.

Scale of Charges for "Warrant" and "Unwarrant" Goods.

	Goods.	Per	Charges. Removing and Storage Charges. Rs. a. p.	Rent per Week or portion of a Week. Rs. a. p.
1.	Alum	Ton	0 8 0	0 1 6
2.	Beef and Pork	Tierce	0 4 0	0 0 6
3.	Do. do.	Barrel	0 3 0	0 0 4
4.	Canvas	Bale up to 12 c. ft.	0 2 0	0 0 6
5.	Do.	,, above 12 c. ft.	0 3 0	0 1 0
6.	Cardamoms	Cwt.	0 0 6	0 0 2
7.	Cement	Ton	0 8 0	0 1 6
8.	Coffee	,,	0 8 0	0 1 0
9.	Copperas	,,	0 8 0	0 2 0
10.	Cotton	Pressed Bale	0 1 6	0 0 6
11.	Cutlery	Package measurement.		
12.	Ginger, dry	Ton	0 6 0	0 1 6
13.	Glassware and Earthenware	Package measurement.		
14.	Grain	Ton	0 5 0	0 0 9
15.	Ground Nuts	,,	0 5 0	0 0 9
16.	Gums	,,	0 8 0	0 1 6
17.	Gunnies	Bale, large	0 3 0	0 0 9
18.	Do.	,, small	0 2 0	0 0 6
19.	Hardware	Package measurement.		
20.	Hessians	Same as for canvas.		
21.	Machinery	Ton	1 8 0	0 8 0
	METALS—			
22.	Iron—Hoop, Sheet, Nail & Rod	,,	0 8 0	0 0 9
23.	Do.—Bars and Bundles	,,	0 8 0	0 0 9
24.	Copper & Yellow Metal, in cases	,,	0 10 0	0 1 0
25.	Zinc Sheets	,,	0 8 0	0 1 0
26.	Copper, Zinc, Spelter, Tin in Tiles or Sheet	,,	0 8 0	0 1 0
27.	Indigo	,,	0 8 0	0 2 0
28.	Mother-o'-Pearl Shells	,,	0 8 0	0 2 0
29.	Myrabollams or (gallnuts)	,,	0 5 0	0 0 9
30.	Oil Seeds	,,	0 5 0	0 0 9
31.	Opium	Chest	0 4 0	0 4 0
32.	Paper, in bales or cases	Package	0 3 0	0 0 6
33.	Paints	Ton	0 8 0	0 1 0
34.	Pepper	,,	0 6 0	0 1 6
35.	Piece-Goods	Bale	0 2 0	0 0 5
36.	Sandal and Sapan wood	Ton	0 8 0	0 2 0
37.	Senna Leaves	,,	0 6 0	0 1 6
38.	Sharkfins and Fishmaws	,,	0 8 0	0 4 0
39.	Shawls	Package	0 4 0	0 4 0
40.	Sugar	Ton	0 6 0	0 0 9
41.	Spices, except Cardamoms	,,	0 8 0	0 1 0
42.	Tea	Chest	0 1 0	0 0 3
43.	Tin Plates	Ton	0 8 0	0 1 0
44.	Turmeric	,,	0 6 0	0 1 0
45.	Twist and Yarn	Bale	0 2 0	0 0 5
46.	Wool	Pressed Bale	0 2 0	0 0 6
47.	Unenumerated goods, if Charged by measurement	C. foot	0 0 3	0 0 1
48.	Do. Do. by weight	Ton	0 8 0	0 1 6

1. Loading or unloading of carts will be charged for as under :—

	Rs.	a.	p.
1. Loading or unloading packages up to 2 cwts., each per cart	0	1	0
2. Loading and unloading together packages up to 2 cwts. each per cart.	0	1	6

3. Loading and unloading together of packages over 2 cwts. each at rates to be arranged with the Traffic Manager.
4. The Traffic Manager will have the option of allowing merchants to do their own loading and unloading of carts or of having the service performed departmentally.
5. Weighment of goods will be charged for at the rate of 3 annas per ton.
6. Goods weighed and restored by the Warehouse department will be charged one half of the original removing and storing charges.

BOMBAY PORT TRUST.

SCALE OF WHARFAGE, CRANAGE, AND OTHER FEES TO BE CHARGED AT PORT TRUST BUNDERS.

Sanctioned under Sec. 43, "Bombay Port Trust Act, 1879."

Section 30.—Goods landed and shipped at the Chaupaty, Mahim and Worlee Bunders and at the Bunders North of the Frere Reclamation will be charged half the rates laid down in this table for wharfage, rents, &c.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
1	Acids	Case	0 4 0
2	Aërated waters	One doz.	0 0 3
3	Akroots (walnuts)	Package	Measurement
4	Ale, beer, porter and cider ...	Hogshead	0 4 0
5	Do. do. in wood...	Kilderkin	0 2 0
6	Do. do. in bottles.	1 doz. qts. or 2 doz. pints	0 0 6
7	Do. do. in firkins of 9 gals.	Firkin	0 1 3
8	Alkali (sajekar)	Ton	0 12 0
9	Almonds	,,	0 12 0
10	Aloes, black	,,	0 12 0
11	Alum (fatki)	,,	0 12 0
12	Ambasee (dried mango) ...	,,	0 12 0
13	* Anchors, grapnels, &c., English.	,,	0 8 0
14	Do. do. country.	Coolie-load	0 0 6
15	Animals—*see* Live Stock.		
16	Antimony (soorma)	Ton	0 12 0
17	Apparel, not accompanying passengers	Package	0 2 0
18	Arrowroot, country	Ton	0 12 0
19	Do. foreign	Case or package	Measurement
20	Arsenic	Package	Do.
21	* Asphalte	Ton	0 8 0
22	Assafœtida in bulk (hing), fine...	,,	2 8 0
23	Do. do. ...	Case or package	0 4 0
24	Do. course (Hingola) ...	Ton	0 12 0
25	Bagatelle tables	Each	2 0 0
26	* Ballast stones	Boat under 25 tons burden	1 0 0
27	* Do.	Boat over 25 and up to 50 tons	2 0 0
28	* Do.	Boat over 50 tons burden	2 8 0
29	* Bamboos	Regd. ton of vessel	0 4 0
30	* Do. tokers by raft ...	One hundred	1 0 0
31	* Do. and tokers	Cart-load	0 4 0
32	Bamboo blinds, in bundles ...	Regd. ton of vessel	0 4 0
33	Do. do. ..	One hundred bundles	1 0 0
34	Do. do. ...	Cart-load	0 4 0
35	Bangles, Country	Package	0 1 0
36	Do. do.	Cart-load	0 6 0
37	Do. foreign	Case	0 2 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
38	Bardans (old gunnies)... ...	Bundle or package	0	1	0
39	* Bark, shemby	Regd. ton of vessel	0	6	0
40	* Do. of sorts	Ton	0	12	0
41	* Baskets, cane	One dozen	0	0	6
42	* Do. bamboo and mat ...	,,	0	0	3
43	Beads, in bags	Bag	0	2	0
44	Do. in cases	Case	0	2	0
45	Bedsteads, country	Each	0	2	0
46	Beef or pork	Tierce	0	4	0
47	Do. do.	Barrel	0	2	0
48	Bees' wax	Package	0	2	0
49	Betelnut	Ton	0	9	0
50	Betel leaves	Package	0	0	6
51	Do. do.	Cart-load	0	4	0
52	Bhang	Ton	1	4	0
53	Bhat (paddy)	Candy of 20 furrahs	0	3	0
54	Biscuit, ship	Ton	0	12	0
55	Do. in cases	Case	Measurement		
56	Do. in tins	One dozen	0	3	0
57	Billiard Tables	Each	5	0	0
58	Blood stones	Case or package	0	2	0
59	* Boats (hodies)	Each	0	4	0
60	* Boats, jolly	,,	0	8	0
61	* Boats, muchwas and bullows.	,,	0	8	0
62	Boilers—*see* Machinery.				
63	* Bones	Ton	0	9	0
64	Books	Case	Measurement		
65	Boots and shoes, English ...	,,	Do.		
66	Do. do. country ...	Bundle or package	0	1	0
67	Borax (unrefined)	Ton	0	12	0
68	* Bottles, empty	Crate, cask or case	0	2	0
69	* Do. do. loose	Cart-load	0	3	0
70	* Do. do.	Coolie-load	0	0	6
71	* Boxes, country, empty ..	One dozen	0	4	0
72	* Do. unmade, from Malabar Coast ..	Regd. tonnage of cargo boat	0	4	0
73	* Do. do.	Cart-load	0	4	0
74	Do. horse and cattle, empty§	Each	0	8	0
75	Bran	Candy of 8 furrahs or 2¼ cwts.	0	1	0
76	Brass leaves—*see* Orsidue.				
77	Brass of sorts, and ware	Ton	0	8	0
78	Do. do. when no weight is given	Package	Measurement		
79	Bricks, bath	Case	0	1	0
80	* Do. country	Regd. ton of vessel	0	4	0
81	* Do. do.	Cart-load	0	2	0
82	* Do. foreign	Per thousand	1	8	0
83	Brooms	One hundred	0	0	6
84	Bullion, specie, gold and silver-ware and coins, plate, &c. ...	Box or package	0	4	0
85	Burroo (country pens) ...	Package of 6 c. ft. and under	0	1	0
86	Do. do. ..	Package over 6 c. ft.	0	2	0
87	* Casks and hogsheads ...	Each	0	1	0
88	* Casks and hogsheads, half and quarter .. .	,,	0	0	6

§ When horses are landed or shipped in boxes, wharfage and cranage fees should be charged only on the horses.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
89	* Cables, chain	Ton	0	8	0
90	* Do. hemp	,,	0	12	0
91	* Cadjans	Regd. ton of vessel	0	4	0
92	* Do.	Cart-load	0	4	0
93	Cajoo or cachewnuts	Package	0	2	0
94	Cambay stones	Case or package	0	2	0
95	Camphor	Ton	1	4	0
96	Candles	Cwt.	0	2	0
97	Canes—*see* Rattans.				
98	Canvas	Bale	0	3	0
99	Do.	Bolt	0	0	6
100	* Camphor-wood drawers and boxes.	Case	0	4	0
101	Capoor cutchree	Ton	0	12	0
102	Cardamoms	Cwt.	0	2	0
103	Do. bastard—*see* Spices.				
104	Carpets, country	Case or package	0	1	0
105	Do. foreign	,,	0	4	0
106	* Carriages, four-wheeled ...	Each	4	0	0
107	* Do. two-wheeled ...	,,	3	0	0
108	* Carts, country	,,	0	8	0
109	* Cart wheels	Pair	0	4	0
110	Cassa ware, white metal ..	Ton	0	8	0
111	Catechu	Package of 4 c. ft. and under	0	0	6
112	Do.	Package over 4. c. ft.	0	1	0
113	Cement	Ton	0	8	0
114	Chairs, in bundles	Bundle	0	1	0
115	Chairs, loose	Each	0	0	6
116	Chalk	Ton	0	6	0
117	Charcoal	Regd. ton. of vessel	0	4	0
118	* Charpoys	Each	0	1	0
119	Cheese, in cases	Case	Measurement		
120	Do. loose	Each	0	0	3
121	Chemicals—*see* Drugs and Medicines.				
122	Cheroots and Cigars	Case	Measurement		
123	Chillies, dried	Ton	0	9	0
124	* Chillims, for hookas	One thousand	0	1	0
125	China, copper cash	Ton	0	8	0
126	China flower pots	Each	0	0	6
127	Do. garden seats	,,	0	2	0
128	Do. Preserves and Chow-chow	Case of ½ dozen and under	0	1	0
129	Do. do. ...	Case of over ½ doz.	0	2	0
130	Do. do. ...	Jar or pot	0	0	3
131	Do. roots	Ton	0	12	0
132	Do. and Japan fancy goods...	Case	Measurement		
133	Do. ware in rolls, large ...	One doz.	0	3	0
134	Do. do. small ...	,,	0	1	6
135	Do. white copper ware ..	Case	0	3	0
136	Chooney	Candy of 8 furrahs or 9 Indian mds.	0	2	0
137	* Chunam, loose	Regd. ton. of vessel	0	4	0
138	* Do. in packages ...	Ton	0	8	0
139	* Do. stones	,,	0	4	0
140	* Clay, China and fire	,,	0	8	0
141	* Do. country	Regd. ton. of vessel	0	3	0
142	Clay figures	Case.	0	2	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
143	Clocks...	Case of 8 c. ft. and over	0 8 0
144	Do.	Case of under 8 c. ft.	0 4 0
145	* Coal, coke, cinders, patent fuel and ashes	Ton	0 2 0
146	Do. do. do. ..	Cart-load	0 2 0
147	* Coal shoots	Each	0 4 0
148	Cocoanuts, loose, when numbers are declared ...	One thousand	0 2 6
149	Do. when numbers are not declared	Package	0 1 0
150	Cochineal	Cwt.	0 2 0
151	Cocum	Ton	0 12 0
152	Do. oil	Case or pot	0 4 0
153	Coffee	Ton	0 12 0
154	Do. dross	,,	0 6 0
155	Coins, copper	Box or package	0 1 0
156	Coir fibre	Ton	0 9 0
157	Do. pressed	Bale	0 1 6
158	Do. rope, cable, cordage, and yarn	Ton	0 9 0
159	Colombo root	,,	0 12 0
160	Confectionery	Case	Measurement
161	* Coojas or goblets, Muscat ...	One hundred	0 4 0
162	* Do. do. Goa, common	,,	0 2 0
163	Coormoora (parched rice)	Package	0 0 6
164	Coosoomba—*see* Safflower.		
165	* Copper, in sheets, slabs, or tiles	Ton	0 8 0
166	Do. ware and wire ..	,,	0 8 0
167	Do. when no weight is given	Package	Measurement
168	Copperas	Ton	0 12 0
169	Copra	,,	0 9 0
170	Coral	Package or box	0 8 0
171	Do. imitation	Case	Measurement
172	Cordage and hawsers, hemp, Europe and Manilla... ...	Ton	0 12 0
173	Coriander seed	,,	0 9 0
174	Corks	Bale or case	Measurement
175	Cotton, raw, pressed	Bale	0 1 0
176	Do. unpressed	Bale or docra of over 3 cwts.	0 1 0
177	Do. do.	Do. under 3 cwts.	0 0 6
178	* Cotton screw-jacks	Each	0 0 6
179	Couches and sofas	,,	0 2 0
180	Cowries	Ton	0 12 0
181	Crackers, China	Case of one picul of 133 lbs.	0 2 0
182	Do. do.	Case under one picul	0 1 0
183	Crockery, porcelain, and earthenware	Crate or hogshead	Measurement
184	Croton seed (jamalgotee) ...	Ton	0 12 0
185	Cummin seed	,,	1 4 0
186	Cuppas (mat bags)	One hundred	0 4 0
187	Do. do.	Coolie-load	0 0 6
188	Cutlery	Case	Measurement
189	Dammer	Ton	0 9 0
190	Dates, dry	,,	0 9 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
191	Do. wet	Ton	0	9	0
192	Do. in pots	One doz. pots.	0	4	0
193	* Dhooleakar (country soda earth)	Regd. ton. of vessel	0	6	0
194	Do. part cargo and in bags	Ton	0	9	0
195	Dhowri flowers	,,	0	12	0
196	* Dinner cups (leaves)... ...	Fifteen "hundred	0	0	3
197	* Do. leaves	,,	0	0	3
198	Dishes, wooden, large	Score	0	1	0
199	Do. do. small... ...	,,	0	0	6
200	* Disinfecting powder... ..	Ton	0	8	0
201	Dragon's blood	Case	0	2	0
202	Drugs and medicines, foreign, not enumerated	Case or package	Measurement		
203	Do. do. country ...	Bag	0	1	0
204	Drums, dubbers and dubbas ...	One hundred	0	12	0
205	Dyes, country, not enumerated.	Ton	0	12	0
206	Do. foreign	Case or package	Measurement		
207	Earthen retorts and piping for drainage	Ton	0	12	0
208	Earthenware, foreign—*see* Crockery.				
209	* Earthenware, country, by cargo boats and coasting vessels	Regd. ton. of vessel	0	3	0
210	* Eggs...	Basket or pot	0	0	6
211	Elephants' tusks and Moyes' teeth—*see* Ivory.				
212	Engines, garden	Each	0	4	0
213	Fans	Case	0	2	0
214	Fat, grease, lard and tallow ...	Ton	0	12	0
215	Feathers	Case or package	0	2	0
216	Felt	Bale	Measurement		
217	* Firewood	Regd. ton. of vessel	0	4	0
218	* Do.	Cart-load	0	2	6
219	* Fish, fresh	Mutchwa or bullow per month	2	0	0
220	* Do. do.	Hody per month	1	0	0
221	* Do. do.	Boat manned by 2 men	0	8	0
222	Fish, salted and dried, in packages...	Ton	0	12	0
223	Do. do. loose ...	Regd. ton. of vessel	0	8	0
224	Do. do.	Cart-load	0	4	0
225	Fish, tamarind	Keg	0	1	0
226	Fish-maws	Ton	1	4	0
227	Fishing nets, new	Each	0	2	0
228	Do. tackle	Case	0	2	0
229	Fish, roe	Pot or package	0	1	0
230	Flax	Bale	0	2	0
231	Flour	Ton	0	8	0
232	Flour in barrels, no weight given	Barrel	0	1	0
233	* Fruits, fresh, foreign ...	Case	0	1	0
234	* Do. do.	Barrel	0	1	6
235	* Fruits, from Zanzibar and Muscat...	Basket	0	0	6
236	* Do. from Cabul	Large basket or jambil	0	6	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
237	* Fruits, fresh, country ...	Regd. ton. of vessel	0	4	0
238	* Do. do. part cargo ...	Cart-load	0	3	0
239	* Do. country	Coolie-load	0	0	6
240	Fruits, dry, not enumerated ...	Ton	0	12	0
241	Do. from Europe ...	Case	Measurement		
242	Furniture, not accompanying passengers	,,	Do.		
243	Gallnuts—*see* Myrabollams.				
244	Ganja (*cannabis indica*) ...	Ton	1	4	0
245	Garlic	,,	0	12	0
246	Ghee	,,	1	0	0
247	Ginger, dry (Soonth)	,,	0	12	0
248	* Do. green	Regd. ton. of vessel	0	4	0
249	* Do. do. part cargo ...	Cart-load	0	3	0
250	Glass-ware	Hogshead	Measurement		
251	Glass, window	Box	0	1	0
252	Do. broken	Package	0	1	0
253	Glue	Ton	1	0	0
254	Goat's hair, loose, in bundles ...	Bundle or package	0	0	6
255	Do. do. pressed	Bale	0	1	0
256	Gold leaf—*see* Bullion.				
257	Do. mock	Box or package	0	1	0
258	Gold and silver lace or jury ...	,,	0	4	0
259	Grain of all kinds, loose and in bags...	Per ton of 3 candies 8 furrahs or 9 Indian maunds to candy	0	6	0
260	* Grass, Green	Regd. ton. of vessel	0	4	0
261	* Do.	Cart-load	0	2	0
262	Grass-oil	Case or Pot	0	4	0
263	Grinding-stones, country ...	Pair	0	0	6
264	Groundnuts	Ton	0	6	0
265	Gums of kinds, not enumerated.	,,	1	0	0
266	Gunny pieces and bags ...	Bale	0	4	0
267	Do. do. ...	Half bale	0	2	0
268	Do. do. ...	Bundle of 50 pieces	0	1	0
269	Gunpowder	Special rates—*see* page 109.			
270	Guns, large, cannons, howitzers, &c.—*see* Military Stores and Arms.				
271	Do. sporting rifles and fowling pieces ...	Each	0	3	0
272	Do. do. pistols, revolvers, &c.	,,	0	2	0
273	Haberdashery, millinery and hosiery	,,	Measurement		
274	Hams, in cases	,,	Do.		
275	* Do. loose	,,	0	0	3
276	* Hardware	Ton	0	12	0
277	Do. when no weight is given	Package	Measurement		
278	Harmoniums and Organs..	If under 20 cubic feet .....each	0	6	0
		If 20 c. ft. & under 30 c. ft. ,,	0	9	0
		Do. 30 do. do. 40 do. ,,	0	12	0
		Do. 40 do. do. 50 do. ,,	1	0	0
		Do. 50 do. do. 60 do. ,,	1	10	0
		Do. 60 do. do. 70 do. ,,	2	10	0
		Do. 70 do. do. 80 do. ,,	4	0	0
		Do. 80 do. and over ..... ,,	5	0	0

No. of Item	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
279	Harness and harness requisites	Case	Measurement		
280	Hats and Caps—*see* Haberdashery and Millinery.				
281	* Hay and straw	Regd. ton. of vessel	0	4	0
282	* Do. pressed	Bale	0	0	6
283	* Do. in bundles	Cart-load	0	2	0
284	Hemp, loose, in bundles ...	Ton	0	9	0
285	Do. pressed	Bale	0	1	0
286	Hessians	,,	0	3	0
287	* Hides, buffalo, &c.	One hundred	0	8	0
288	Honey	Package or pot	0	1	0
289	Hookas (cocoanut shells) ...	Package	0	1	0
290	Horns, buffalo, bullock, and deer	Ton	0	12	0
291	Hulwa, in plates	Doz. Plates	0	1	0
292	Do. in jambils	Doz. Jambils	0	0	6
293	* Husk or chaff for burning bricks	Regd. ton. of vessel	0	2	0
294	* Do. for animals	Candy of 8 furrahs or 2¼ cwts.	0	1	0
295	Ice (small quantities for daily consumption on board to pass free)	Ton	0	8	0
296	Incense—*see* Olibanum.				
297	Indian condiments	Case	Measurement		
298	Indigo...	Ton	1	0	0
299	Ink	Case	0	3	0
300	Do.	Cask	0	4	0
301	Instruments, drawing, mathematical, musical and others not enumerated	Case or package	Measurement		
302	Ironmongery	Ton	0	12	0
303	Do. when no weight is given	Case	Measurement		
304	* Iron, bar, hoop, pig, rod, scrap, sheets, bands, angle, T, old, and steel hoops	Ton	0	6	0
305	* Iron, other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight	,,	0	8	0
306	Ivory and Elephant tusks ..	Cwt.	0	2	0
307	Do. ware	Package	0	4	0
308	Jaggery	Ton	0	9	0
309	Jars, fancy, large, China and Japan	Each	0	1	0
310	Do. Common, large	One hundred	2	0	0
311	Do. do. small	,,	1	0	0
312	Jewellery and trinkets ...	Box or package	0	8	0
313	Do. do. imitation ...	Case or package	0	2	0
314	Jute, raw, loose	Ton	0	9	0
315	Do. pressed	Bale	0	1	0
316	Kegs	One doz.	0	2	0
317	Khootwood	Ton	0	12	0
318	Kuskus for tatees	Package	0	1	0
319	Kerosine oil	Case of 8 Imp. gals.	0	0	6
320	Lac	Ton	1	0	0
321	Lac-dye	Package	0	2	0
322	Lavender flowers	,,	0	1	0
323	Lanterns, country	One doz.	0	0	6

No. of item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
324	Lead, pig, piping, sheets, and rolls	Ton	0 8 0
325	Do. black, white, and red ...	,,	0 12 0
326	Do. shot	,,	0 12 0
327	Leather, country	Bundle of 25	0 2 0
328	Do. foreign	Case or package	Measurement
329	Liquorice-root	Ton	0 12 0
330	Liquors, foreign and country —*see* Spirits.		
	* Live stock—		
331	Horses—*see footnote to item No.* 74	Each	0 8 0
332	Cows and buffaloes. ...	,,	0 4 0
333	Calves and pigs	,,	0 2 0
334	Goats and sheep	,,	0 1 0
335	Do. do.	Per 100	1 8 0
336	Dogs and monkeys	Each	0 1 0
337	Turkeys and geese... ..	One doz.	0 2 0
338	Fowls and ducks	,,	0 1 6
339	Tigers, bears, and other wild animals	Each	2 0 0
	Small birds or animals as pets, such as cats, monkeys, &c., in charge of the owner... ...	Free	...
340	Luggage of European sailors, ship captains, naval officers, members of the water police, and preventive officers, while proceeding on or off duty on board	,,	...
341	* Passengers' Luggage ...	,,	...
342	Do. brought by native coolies	,,	...
343	Madder or Munjeet	Ton	0 12 0
344	* Marble and marble slabs ...	,,	0 12 0
345	Marking nuts (oellama) ...	Package	Measurement
346	* Masts of mutchwas and padows	Each	0 1 0
347	* Do. of buggalows, cottias and pattimars	,,	0 2 0
348	Matches, English	Case	Measurement
349	Do. country (Dewasali) ..	Bundle	0 0 6
350	Mats of sorts, foreign	Package of 50	0 2 0
351	Mats, country...	Package of 100	0 2 0
352	Do. cane	Roll of 25	0 2 0
353	Machinery—*see* Special rates, page 107.		
354	Matting, Coir	Roll	0 1 0
355	Do. rolls of coir carpet ..	,,	0 2 0
356	Medicine—*see* Drugs.		
357	Metals, not enumerated ..	Ton	0 8 0
358	* Mill and foundation stones ...	,,	0 8 0
359	Millinery—*see* Haberdashery.		
360	Molasses and treacle ...	,,	0 12 0
361	Mother-o'-pearl shells	,,	1 0 0
362	Military stores, arms, equipment ...	,,	0 12 0
363	Military stores, when no weight is given ...	Case	Measurement

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
364	Mineral waters	Case or Cask	0	1	0
365	Mowra and mowra flowers ...	Ton	0	6	0
366	Myrabollams	,,	0	6	0
367	Myrrh	,,	1	4	0
368	Nails of sorts	,,	0	8	0
369	Naptha	Case of 10 gals.	0	1	0
370	Nowsagur—*see* Salamoniac.				
371	Nux vomica	Ton	0	12	0
372	Oars, country	One doz.	0	1	0
373	Ochre of kinds	Ton	0	8	0
374	Oils, linseed, castor, and other vegetable	Tin, drum or case, up to 10 gals.	0	1	0
375	Do. do. do. ...	Ton	0	12	0
376	Do. perfumed, of sorts ...	Case or pot	0	4	0
377	Oil-cake	Ton	0	9	0
378	Oilman's stores	Case	Measurement		
379	Olibanum	Ton	1	4	0
380	Opium	Chest of 140 lbs.	1	0	0
381	Do.	Half chest	0	8	0
382	Orsidue or brass leaves ...	Package	0	0	6
383	Overland post parcels	Each	0	0	6
384	Paints, oil	Ton	0	12	0
385	Palanquins and doolies ...	Each	0	8	0
386	Paper of kinds	Bale	0	2	0
387	Papudkhar (country soda) ...	Ton	0	9	0
388	Paraffine and petroleum—*see* Kerosine.				
389	Patch leaves	Case	0	2	0
390	Pearls	Box or package	0	8	0
391	Do. imitation	,,	0	2	0
392	Pepper of kinds and pepper Roots ..	Ton	1	4	0
393	Perfumery, hair oils, pomades, &c., unenumerated	Case	Measurement		
394	Pianofortes	Each	2	0	0
395	Piece-goods, cotton . .	Bale	0	2	0
396	Do. silk and velvets	,,	0	6	0
397	Do. cotton and silk, large bales ..	,,	0	6	0
398	Do. and woollens ...	,,	0	2	0
399	Pipes, clay, smoking, common.	Case	0	1	0
400	Pistachio nuts...	Ton	1	0	0
401	Pitch	,,	0	12	0
402	Plants, shrubs, and trees ..	Cart-load	0	4	0
403	Do. do. ...	Coolie-load	0	0	6
404	Platedware—*see* Bullion.				
405	Plums—*see* Dry Fruits.				
406	Porcelain—*see* Crockeryware.				
407	Poultry and Birds—*see* Live Stock.				
408	Powa	Package	0	0	6
409	Precious stones	Box or package	0	8	0
410	Provisions, fresh, for daily use on board ...	Free			
411	Provisions, fresh, for voyage ...	Coolie-load	0	1	0
412	Pudwas	Ton	0	12	0
413	Quicksilver	Bottle	0	2	0
414	Railway Plant and materials ..	See special rates	at p. 107.		
415	Rafters—*see* Timber.				
416	Rags	Bale or package	0	1	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
417	* Rattans	Ton	0 12 0
418	* Rattans, Malacca	One doz.	0 1 0
419	* Reeds	Bundle	0 0 6
420	* Do.	Cart-load	0 4 0
421	* Road metal	Regd. ton of vessel	0 2 0
422	Rose-flowers, dried ...	Ton	0 12 0
423	Rose-water	Case	0 1 6
424	Do.	Carboy	0 0 6
425	Rosin	Ton	0 12 0
426	Safflower (Coosoomba)... ..	,,	1 0 0
427	Saddlery—*see* Harness and Harness Requisites.		
428	Sago	,,	0 12 0
429	Do.	Case or package	Measurement
430	* Sails of buggalows, cotias, and pattimars ...	Each	0 4 0
431	* Do. of padows ...	,,	0 2 0
432	* Do. of mutchwas ...	,,	0 1 0
433	Sallum-misree	Ton	2 8 0
434	Salammoniac	,,	0 12 0
435	* Salt, country	Regd. ton of vessel	0 4 0
436	Saltpetre	Ton	0 12 0
437	Samada stones	,,	0 12 0
438	Samples and trusses ...	Parcel	0 1 0
439	Do. do.	Case	Measurement
440	* Sand deposited on wharf ...	Ton	0 2 0
441	* Do. do. on hard ...	,,	0 1 6
442	Sandalwood	,,	1 0 0
443	Do. boxes and ware ...	Package	0 2 0
444	Sapanwood	Ton	0 10 0
445	Scinde work ...	Case or package	0 2 0
446	Seeds—oil, linseed, teel, castor, rape, mustard, niger, poppy, &c.	Ton	0 8 0
447	Seeds, other than oil seeds, not enumerated	,,	0 12 0
448	Senna leaves	,,	0 12 0
449	Shark-fins	,,	1 4 0
450	Sajeera	,,	0 12 0
451	Shawls, Cashmere and Delhi ...	Case or package	0 8 0
452	Do. Europe	,,	Measurement
453	Shells, in cases, unenumerated	,,	0 2 0
454	Do. loose and in bags, unenumerated	Ton	0 12 0
455	Shellac	,,	1 0 0
456	Shikakai	,,	0 12 0
457	Shooks, barrel...	Each barrel	0 0 6
458	Silk, raw	Case or bale	0 4 0
459	*Skins, goat and sheep, tanned.	,,	0 2 0
460	* Do. do. untanned ...	Per 50	0 1 0
461	Soap, perfumed, foreign ..	Case	Measurement
462	Do. bar do. ...	,,	Do.
463	Do. country, bar and soft ..	Ton	0 12 0
464	Soapnuts	,,	0 12 0
465	Soda, foreign	Case	0 2 0
466	Do. country—*see* Papudkhar.		
467	Supras (winnowing fans) ...	One hundred	0 2 0
468	Soorungy	Ton	0 12 0
469	*Spelter and solder	,,	0 8 0

No. of item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
470	Spices—cinnamon, mace, cloves, nutmegs, bastard cardamoms and other unenumerated (for cardamoms, *see* Special Rate).	Ton	0	12	0
471	Spirits and wines, foreign, in wood	Per Imp. gal.	0	0	2
472	Do. do. do. in bottles	1 doz. qts. or 2 doz. pints	0	1	0
473	Do. country	Three Imp. gals.	0	0	2
474	Do. beer, porter, &c.—*see* Ale.				
475	Stationery, unenumerated ...	Case	Measurement		
476	Do. do. ...	Cask	Do.		
477	Staves, barrel—*see* Shooks.				
478	* Steel	Ton	0	8	0
479	* Stones, ballast—*see* Ballast.				
480	* Do. laddy, paving, and sand dressed. ...	Regd. ton. of vessel	0	4	0
481	* Do. do. do.	Cart-load	0	4	0
482	* Do. do. do. undressed & rough	Ton	0	2	0
483	* Do. rollers of, large ...	Each	0	4	0
484	* Do. do. small ...	"	0	2	0
485	* Stoneware, country	Cart-load	0	6	0
486	* Do do.	Package	0	1	0
487	* Stores, old, marine	Cart-load	0	4	0
488	* Suffrys for making mat bags..	"	0	4	0
488A	Sugar and Sugarcandy ...	Ton	0	12	0
489	Sugar, loaf or chopped. ...	Per Case under 1 cwt.	Measurement		
490	Sugar, loaf	Case weighing 1 cwt. and over	0	2	0
491	* Sugarcane	Regd. ton. of vessel	0	4	0
492	* Do.	Cart-load	0	3	0
493	Sulphur	Ton	0	12	0
494	Sweetmeat, native	Case or package	0	2	0
495	Do. do.	Pot or basket	0	0	6
496	Syrup and sherbet	Case	0	2	0
497	Tallow—*see* Fat.				
498	* Tamarind, raw and green ...	Regd. ton. of vessel	0	4	0
499	* Do. do. ..	Cart-load	0	3	0
500	Do. preserved (ambli)...	Ton	0	12	0
501	Tar	"	0	12	0
502	Tea	Chest of 60 lbs.	0	2	0
503	Do.	Half chest	0	1	0
504	Do.	Pkg. below half chest	0	0	6
505	* Tents, double-poled... ...	Each	1	0	0
506	* Do. single-poled	"	0	8	0
507	* Do. rowtees	"	0	4	0
508	* Do. bechobas	"	0	2	0
509	* Tiles, country.	Regd. ton. of vessel	0	4	0
510	* Do. do.	Cart-load	0	2	0
511	Do. flooring, packed. ...	Ton	0	12	0
512	* Do. foreign and Mangalore.	Regd. ton. of vessel	0	4	0
513	† Timber, blackwood, ebony, teak and pine, in large squares, planks, and scantlings	Ton of 50 c. ft.	0	8	0
514	* Do. bhendy, jungle, and rafters	Regd. ton. of vessel	0	6	0

† On Timber removed from one basin to another on the foreshore no export wharfage fee will be charged.

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No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
515	* Timber rafters, by raft ...	Cart-load	0	4	0
516	* Tin of kinds	Ton	0	8	0
517	Tin plates	Case	0	0	6
518	Tobacco, country, in leaf, unmanufactured	Bale	Measurement		
519	Tobacco, foreign, manufactured, but not cheroots	Case	0	2	0
520	Tortoiseshell	,,	0	4	0
521	Toys	,,	Measurement		
522	Trunks & boxes, country, empty.	Of 6 c. ft. and under, each	0	0	6
523	Do. do. do. ...	Of over 6 c. ft., each	0	1	0
524	Do. foreign	Measurement	0	2	0
525	Do. camphor-wood drawers	Each piece	0	4	0
526	Turmeric	Ton	0	12	0
527	Turpentine	Per tin, drum, or Case up to 10 gals.	0	1	0
528	Twine, country.	Ton	0	12	0
529	Twist and yarn.	Bale	0	2	0
530	Umbrellas	Case or package	Measurement		
531	Varnish	Case of 5 gals.	0	1	0
532	* Vegetables, fresh	Regd. ton. of vessel	0	4	0
533	* Do. do.	Cart-load	0	3	0
534	* Do. do.	Coolie-load	0	0	6
535	Vermilion	Ton	0	12	0
536	Do.	Case	0	1	0
537	Vinegar, country	Hogshead	0	2	0
538	Do. do.	Pot or Carboy	0	0	6
539	Wines, liquors, &c.—*see* Spirits.				
540	Wire, of sorts, not enumerated.	Ton	0	12	0
541	Do. when no weight is given.	Case	Measurement		
542	Wool, Berlin—*see* Haberdashery				
543	Do. raw, up to 1½ cwt., unpressed	Docra to 3 cwts.	0	2	0
			0	3	0
544	Do. raw, over 1½ cwt. ...	Bale or bora above 3 cwts.	0	4	0
545	Do. pressed...	Bale	0	1	0
546	Woollens—*see* Piece Goods.				
547	* Walnuts—*see* Akroots.				
548	Watches, gold and silver ...	Case	0	8	0
549	Do. other than above ...	,,	0	4	0
550	Whiting	Ton	0	8	0
551	* Yellow metal, sheets. ...	,,	0	8	0
552	* Zinc sheeting.	,,	0	8	0
	Charges for measurement.				
	On all Goods not enumerated, if in cases, bales, crates or casks, and on all goods specified to be charged for by measurement, the rates will be :—				
553	If under 4 cubic feet	Package	0	1	0
554	If of 4 and under 6 cubic feet ...	,,	0	2	0
555	If of 6 and under 10 cubic feet...	,,	0	2	6
556	If of 10 and under 15 cubic feet.	,,	0	3	0
557	If of 15 and under 20 cubic feet.	,,	0	4	0
558	If of 20 and under 30 cubic feet.	,,	0	6	0
559	If of 30 and under 40 cubic feet.	,,	0	7	0
560	If of 40 and under 50 cubic feet.	,,	0	8	0
561	If of 50 and under 60 cubic feet.	,,	0	10	0
562	If of over 60 cubic feet... ...	,,	0	12	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
563	On all goods not enumerated, chargeable by weight, the rate will be :— ...	Ton	0 12 0
564	All description of packages of goods rated in this table of fees, excepting gold leaf, bullion, plate, gold and silver watches, ivory, jewellery, opium, perfumed oils, corals, pearls, precious stones, if measuring under 4 c. feet, will be charged	Package	0 1 0
565	Provisions and furniture for pic-nic and excursion parties will be allowed to pass free.		
566	Four annas will be levied for each duplicate chappa or receipt issued.		
567	Four registered candies are to be considered equal to one ton, and in grain, &c., 3 candies of 9 Indian maunds each.		

Tonnage Fees and Basin Rents.

1. Cargo boats and barges coming alongside the Port Trust wharves or into the Port Trust basins for discharging or receiving, will be charged :—

		Rs. a. p.
Cargo boats up to 20 tons each	per month	0 4 0
Do. over 20 tons, and up to 30 tons each...	,,	0 8 0
Do. over 30 tons, each	,,	1 0 0
Barges up to 60 tons, each	,,	2 0 0
Do. over 60 tons, each	,,	3 0 0
Ferry steamers, each	,,	100 0 0

2. Coasting vessels, excepting those specified in Section 4, arriving at, or departing from, any of the Port Trust wharves or basins, will be charged per registered ton Rs. 0-1-0.

3. Coasting vessels, with the exception of those shown in the following section, will, for the charge as per preceding section, be allowed to remain at the wharves or in the basins for the purpose of discharging or loading, three days in the case of vessels of 20 tons burden and under, and six days in the case of vessels of over 20 tons burden. Any period in excess of those days will be charged for according to the following scale :—

		Rs. a. p.
Vessels up to 20 tons burden	per day	0 8 0
Do. over 20 tons and up to 30 tons ...	,,	0 12 0
Do. over 30 tons and up to 40 tons ...	,,	1 8 0
Do. over 40 tons	,,	2 0 0

4. Vessels arriving at any of the Port Trust Bandars from the undermentioned ports, or from any ports lying within the line of Kennery sland, and to the south of Kalyan, Bhewndi, or leaving the Port Trust

Bandars for the same ports, will be charged half the rates shown in Sections 2 and 3, but will only be allowed four free days :—

"Antora, Kalyan, Karanja, Nagotna, Uran, Rewas, Thullajah, Belapur, Climbur, Mowel, Nowasewa, Pen, Thana, Thull, Bhewndi, Dharamatar, Mandwa, Oolwa, Panvel, Trombay."

5. Cargo boats and barges lying alongside any Port Trust wharf, and not discharging freely within 48 hours, will be charged :—

		Rs. a. p.
Cargo boats and barges from 10 to 25 tons, each	per day	0 4 0
Do. over 25 and up to 50 tons ...	,,	0 8 0
Do. over 50 tons	,,	1 0 0

6. Cargo boats, barges, and coasting vessels lying empty in the Port Trust basins or alongside the wharves will be charged :—

		Rs. a. p.
Barges, each	per day	0 8 0
Cargo boats	,,	0 4 0
Muchwas and jolly boats	,,	0 2 0
Hodies	,,	0 1 0

7. Boats engaged in landing and embarking passengers, to include the privilege of carrying cargo to and from the Bandars, will be charged :—

		Rs. a. p.
Steam launches	Each per month	3 0 0
Jolly boats, bandar boats, dingees and muchwas	,, ,,	1 0 0
Cargo boats	,, ,,	1 8 0
Bullows	,, ,,	1 8 0
Hodies	,, ,,	0 8 0

Ships', Customs', Water Police, Government boats, Yachts, Dubashes', Stevedores', Doctors' and Surveyors' boats...Free.

Hard Fees.

8. Vessels using the Hards south of Tank Bandar for oiling and repairing will be charged :—

		First day. Rs. a. p.	Each succeeding day. Rs. a. p.
Bumboats and jolly boats..	Each	0 6 0	0 2 0
Tonies	,,	0 3 0	0 1 6
Boats, from 10 to 15 tons...	,,	0 8 0	0 3 0
Do. over 15 to 25 tons...	,,	1 0 0	0 6 0
Do. over 25 to 100 tons...	,,	2 0 0	1 0 0
Do. over 100 tons	,,	4 0 0	2 0 0

9. Vessels using the Hards north of the Mazagon Reclamation for oiling and repairing will be charged :—

		First day. Rs. a. p.	Each succeeding day. Rs. a. p.
Tonies	Each	0 1 0	0 0 6
Bumboats and jolly boats	,,	0 2 0	0 1 0
Boats, from 5 to 15 tons	,,	0 3 0	0 1 6
Do. over 15 and up to 20 tons ...	,,	0 5 0	0 2 0
Do. over 20 and up to 30 tons ...	,,	0 8 0	0 3 0
Do. over 30 and up to 50 tons ...	,,	1 0 0	0 6 0
Do. over 50 and up to 100 tons ...	,,	2 0 0	1 0 0
Do. over 100 tons	,,	3 0 0	1 8 0

10. Harbour crafts and barges getting broken up on the Hards

will be charged, in addition to wharfage fees, for materials removed, per ton, Rs. 0-2-0.

11. Coasting and country craft, buggalows, cottias, pattimars, and square-rigged vessels getting broken up on the Hards will be charged, in addition to wharfage fees, for materials removed, per ton, Rs. 0-4-0.

12. Vessels and timber lying on the Hards north of the Mazagon Reclamation will be charged :—

		Rs.	a.	p.
Pattimars and cottias, each	per mensem	2	0	0
Cargo boats and gulbuts	,,	1	0	0
Muchwas	,,	0	8	0
Hodies	,,	0	4	0
Timber, for first 12 months	per ton	0	4	0
Do. on renewal	,,	0	8	0

13. Vessels lying on the Hards south of Tank Bandar will be charged double the rates in preceding section.

Cranage Fees.

14. These fees will be charged as follows :—

		Rs.	a.	p.
Horses, cows, and buffaloes	each	0	8	0
Calves	,,	0	4	0
Bale and box goods and other merchandise up to 1½ tons, by hand crane ...	per ton	0	4	0
Do. do. by steam crane	,,	0	6	0
Metals, machinery, &c., above 1½ tons to 3 tons, by hand crane	,,	0	6	0
Do. do. by steam crane	,,	0	8	0
Do. do. above 3 to 6 tons by hand crane ...	,,	0	8	0
Do. do. above 6 tons	,,	1	0	0

The above charges, when hand cranes are used, do not include labour.

15. At Tank Bandar logs of timber by derrick will be charged, per cart-load... ... ... Rs. 0 1 0

Fees for Water.

16. Vessels coming to the Port Trust Bandars for water will be charged :—

		Rs.	a.	p.
Boats, small	Each per trip	0	2	0
Cargo boats	,, ,,	0	4	0
Coasting vessels of 25 tons and under ...	,, ,,	0	8	0
Do. of over 25 and up to 40 tons ..	,, ,,	0	12	0
Do. of over 40 tons	,, ,,	1	0	0
Steam barges	,, ,,	0	8	0

Vessels that have paid the tonnage fees, will be exempted from these charges.

Rents.

17. All goods marked with an asterisk * will be allowed to remain free of rent as under. Should they not be removed within the prescribed time, rent will be charged at the rates placed below :—

If on wharf front or roads, 48 hours ...	... Rs.	30	per 500 sq. ft.
If in sheds, 3 days	,,	20	,, ,,
If on Bandars 30 feet behind wharf, 5 days ...	,,	15	,, ,,

18. Goods not marked with an asterisk—

A.—Goods subject to Imperial Duty and duty-free Piece-goods and

Yarn will be allowed 7 days free of rent if stored in sheds, or kept 30 feet behind the wharf front.

B.—Free goods, for which importers have to prepare Import Gate Notes, will be allowed 5 free days if in sheds, or 30 feet behind the wharf.

C—Free goods from free ports which can be passed on the Manifest will be allowed 3 days if in sheds, or 30 feet behind wharf front.

D.—Goods on the wharf front will only be allowed 48 hours free of charge.

After the free days allowed in A, B, and C have expired, extra fees will be incurred for every 3 days or part of 3 days at the rate of the wharfage fee to which the goods may be liable; and in the case of D, the extra fee will be incurred for every 48 hours or part thereof.

Charges for Scales.

		Rs.	a.	p.
19.	Scales for weighment of goods when placed on the wharf fronts in sheds or on roads, will be charged on account of space occupied per scale per day...	0	8	0
	When placed on any other part of the Bandar, the charge will be per scale per day	0	6	0

Arrangements may be made with the Traffic Manager to have space for scales at a monthly rental.

No scale fees will be charged at the Colaba Bandars or the Apollo, &c.

		Rs.	a.	p.
20.	Goods, excepting wet dates and jaggery, when repacked on the Bandars, will be charged, per package	0	0	6
	Do. wet dates and jaggery, per package ...	0	0	3

21. In computing the number of days for charging rents and extra fees, the following days will be omitted :—

1.—For goods not liable to Imperial duty. } Sundays, Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanks-giving Days ordered by Government, or any special occasions ordered by the Trustees.

2.—For goods liable to Imperial duty. } Same as above, and in addition any other days on which Imperial duty may not be received at the Custom House.

22. Warehouse, shed, and ground rents not fixed will be charged at rates to be arranged with the Traffic Manager.

Transhipment.

23. Goods transhipped in any of the Port Trust Basins will be charged half wharfage fees, if due notice of the intention to tranship be previously given.

24. Goods landed for transhipment will, if previous notice be given of the intention to tranship, be charged half wharfage fees on the landing, and half wharfage fees on the re-shipment.

Shut-out Goods.

25. Goods shipped from the Port Trust Bandars, but which may be

Note.—Rules 23 and 24 apply only to goods transhipped under Chapter XII, of Sea Customs Act without Import or Export documents.

re-landed in consequence of being shut out from vessels, will be charged half wharfage fees on the re-landing, and half wharfage fees on the re-shipment.

Work at Nights and on Holidays.

26. Work at nights, on Sundays, and on the General Public Holidays, New Year's Day, Good Friday, the Queen's Birthday, and Christmas Day, will be permitted on the Port Trust Bandars, with the Traffic Manager's consent, on payments of the following charges:—

For	Sunday work, sunrise to sunset	Rs. 10
,,	Half-day, from sunrise to noon, or from noon to sunset	,, 5
,,	Public holidays (whole or part day)	,, 10
,,	Night work, sunset to mid-night	,, 5
,,	,, from sunset to sunrise, or for any work between mid-night and sunrise	,, 10

Re-landed and Re-packed Goods.

27. Goods shipped from the Trustees' Bandars, if subsequently re-landed for re-packing or re-pressing, will be charged half wharfage fees on the re-landing, and half wharfage fees for the re-shipment.

Vessels put back from stress of Weather.

28. Vessels that may put back through stress of weather or in distress will, should wharfage fees on the cargoes have been paid before the vessels put to sea, be permitted to re-land and re-ship goods, if necessary, on the same terms as goods for transhipment.

Outlying Bandars.

29. Goods landed and shipped at the Chaupati, Mahim, and Warli Bandars, and at the Bandars north of the Frere Land Reclamation, will be charged half the rates laid down in this table for wharfage, rents, &c.

Special Rates for Boilers, Machinery, Railway Plant and Materials.

	Wharfage.	Dock and Cranage.	Total.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
Up to ¼ of a ton	0 8 0	1 0 0	1 8 0
Over ¼ and not exceeding 1½ tons	0 12 0	1 4 0	2 0 0
,, 1½ ,, 5 ,, ...	0 12 0	1 8 0	2 4 0
,, 5 ,, 8 ,, ...	0 12 0	2 0 0	2 12 0
,, 8 ,, 100 ,, ...	1 8 0	10 0 0	11 8 0

Machinery in pieces will be charged by measurement or weight at option of Dock Officers; if by measurement, forty cubic feet will be considered a ton. Articles not landed on the wharf, but lowered into lighters, will not be charged wharfage, but only Dock and Cranage rates, unless the weight is kept suspended for more than quarter of an hour.

For lifting from the hold of a vessel and placing on deck, half Dock and Cranage rates, but no Wharfage fee will be charged.

Vessels occupying the crane berth only for the purpose of using the 100-ton crane will be charged a fee of Rs. 2½ for each working hour in addition to the Cranage fees.

An additional charge of Rupee 1 per ton will be made when articles required to be deposited on the wharf and afterwards lifted by the crane into trucks.

Boilers lifted out of a vessel on to the wharf for repair and then lifted back again will be charged full rates for the first operation and half rates for the second.

For masting and dismasting ships the following charges will be levied :—

For Ships of Tons.	Mainmast.	Foremast.	Mizenmast.	Bowsprit.
	Rs.	Rs.	Rs.	Rs.
1,500 to 2,000	240	110	85	55
1,000 to 1,500	110	90	65	45
750 to 1,000	80	60	50	30
300 to 750	50	40	30	20

In the case of masts and bowsprits the ship will provide slings and the labour required for slinging both for masting and dismasting.

In all other cases the ship will provide slings and the labour required for slinging articles to be landed ; the Trustees will supply slings and labour for shipping and shifting on land.

Any special work done by the 100-ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton, or lift, as may be agreed upon with the Dock Superintendent.

The toll for the use of sidings at Prince's Dock is fixed at four annas per ton, except in the case of State Railway stores, for which special rates not exceeding four annas per ton may be fixed by the Trustees from time to time.

Trucks not removed beyond the Dock fence as soon as loaded will will be liable to be removed by the Dock authorities at the risk and expense of the owners of the goods.

Railway Siding Fees.

31. For the use of the Railway Sidings on Port Trust Estate, other than the Prince's Dock Sidings, the following charges will be levied :—

For Salt loaded or unloaded, 3 annas per ton.
„ Coal do. do. 2 do.
„ Firewood, charcoal and timber, Rs. 1¼ per loaded wagon.
„ Cattle, Rs. 1½ per wagon.
„ State Railway Materials, special rates to be fixed by Trustees, not exceeding 4 annas per ton.
„ All other goods, 4 annas per ton.

Carts and Cattle Fees.

32. Carts and cattle kept on the Port Trust property will be charged as under :—

Carts—6 annas per month or part of a month. If within Customs limits 2 annas per night.

Buffaloes—12 annas per month or part of a month.

Bullocks—6 annas per month or part of a month.

Rates for Gunpowder.

33. The following rates will be charged for the wharfage, landing and storage of gunpowder at the Trustees' Magazine at Siwri :—

	Wharfage.			Landing, storing, & delivering.*			Rent for 6 months or part of 6 months.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
Case or Barrel up to 25 lbs...	0	2	0	0	1	6	0	6	0
Do. above 25 lbs. and up to 50 lbs. ..	0	3	0	0	2	0	0	12	0
Do. above 50 lbs. and up to 100 lbs. ..	0	4	0	0	3	0	1	0	0
For every 25 lbs. additional	0	2	0	0	1	6	0	6	0
Percussion caps and loaded cartridges per cubic foot.	0	2	0	0	1	6	0	6	0

* Does not include any charge for boat hire.

Charge for loading and unloading carts, 1 anna per cart.

The following rate in addition to the above rates will be levied when gunpowder or other explosives are removed from one part of Siwri Magazine to another at the request of the owner, viz. half of the landing, storing and delivering charges.

By order,
G. MANSON,
Secretary.

GENERAL MEETINGS.

A GENERAL MEETING of the Members of the Chamber of Commerce was held on Wednesday, 8th July, 1885, to transact the following business :—

I.—To confirm sundry additions and alterations in the tonnage scale, in accordance with ascertained measurements.

II.—To elect new members and to discuss any other questions that may be brought forward.

Present :

The Hon'ble F. FORBES ADAM, *Chairman, in the Chair.*

Mr. W. M. Macdonald,
„ J. L. Symons,
„ C. H. B. Forbes,
„ F. Hooper,
„ G. Cotton,
„ R. L. Stewart,
„ W. Lang,
„ A. F. Beaufort,
Mr. Richard Roberts,
„ J. Fachiri,
„ C. Douglas,
„ J. H. Slight,
Major W. S. S. Bisset, R.E.,
Mr. J. Wallace,
„ W. A. Baker,
and
Mr. JOHN MARSHALL, *Secretary.*

ELECTION OF MEMBERS.

It was unanimously agreed, on the motion of the Chairman, seconded by Mr. Slight, that Messrs. King, King and Co. be elected members of the Chamber.

THE TONNAGE SCALE.

It was proposed by Mr. Douglas, seconded by Mr. Symons, and carried unanimously, that the following alteration be made in the Chamber's tonnage scale :—Gram in bags—From 15 cwts. to 17 cwts. per steamer ton.

It was proposed by Mr. Fachiri, seconded by Mr. Lang, and resolved that the following articles be added to the Chamber's new tonnage scale :—Barley, in bags, 15 cwt. per steamer ton. Weed seed, in bags, 10 cwt. per steamer ton. Maize, in bags, 16 cwt. per steamer ton. Dhall, crushed, and Lang, crushed, in bags, 17 cwt. per steamer ton.

The Chairman then addressed the meeting as follows : Gentlemen,—Our last meeting was held in December. Since then no stirring questions have arisen. Your committee have quietly dis-

posed of day to day ordinary business. The Chamber has, to my mind, always best consulted its influence, and high position by appearing in evidence seldom, and then only when subjects come to the front of distinct commercial importance. It is, however, desirable that members should occasionally make themselves heard in criticism or otherwise. This half-yearly meeting presents a suitable opportunity that will, I hope, be taken advantage of. Again, special reasons have during recent months dictated reserve. The country has been passing through a period of political difficulty. Government has had much to think about. It would have been in the highest degree inconsiderate and ill-judged had we attempted to disturb it with matters which we could well afford to defer till the horizon cleared. It has cleared. The clouds are dispelled ; war happily has been averted. There may still be room for anxiety ; but we have grounds for regarding peace as secured. We will none the less watch our relations with other powers intently—our keenness if anything, sharpened by knowing that the conduct of the Foreign Office has been transferred to fresh hands. Of one thing, I think, we may feel satisfied—the past six months must have taught leading politicians at home of all parties more of Central Asia than they knew before. We may trust that in the future no stupid and embarrassing engagements will be made : that England shall not again take up with much loud talk and elaborate diplomatic correspondence positions that are useless, that Russia cannot be bound to respect, that it would be sheer madness to go to war for, and yet which when it comes to the alternative of fighting or abandoning, we can only abandon, and have abandoned with loss of prestige in the eyes of the world—especially the Oriental world. I think the necessity of a strong well-defined frontier is now generally recognised. If Afghanistan is considered by those competent to judge to be effective as a buffer, let her by all means be maintained as a buffer. But we must not let the safety of India depend on a buffer. We must have a frontier impregnably fortified—a frontier outside which Russia may be restless, but to which she knows the slightest menace is the signal for instant war. Let this be provided, and then the vast populations that look to Britain for protection will, in confidence and trust, tranquilly pursue their processes of internal progress. Credit will return and be preserved unshaken. Trade will flourish. England will be freer to watch events in Europe. This will cost money—a great deal of money. It may render new taxation unavoidable,

although I certainly share the views of those who hold that where the interests of India and England are so mixed up, England should share the burden. The measures are imperial. But is any price too high to pay for safety and peace, and are these not the means most likely to effect lasting peace? And should Russia yet insist on forcing war on the empire in the future, is it not by means such as these that, when the day of trial arrives, we will find ourselves face to face with a foe not of our seeking, prepared, united, secure and strong. (Applause). Gentlemen, if this is the policy Government propose to carry out, it will greatly strain their supplies, and it might not unreasonably be urged as a pretext for delaying the prosecution of those reproductive public works for the development of the material resources of the country and protection against famine which have been investigated and approved. We have heard that railway works begun early in the year have been stopped. Nothing is doing to the Cawnpore and Manikpore lines, and nothing to the Nagpur-Calcutta. I think we must continue to press these on the attention of Government. Although the compound wall wants strengthening, the garden should not be neglected. The one is only second in importance to the other. War and famine have been in the past the great depleters of the Indian treasury. The only line to which we have recently had occasion to bring to the notice of the Government of India is the extension from Barsee Road to Barsee on the G. I. P. system. The G. I. P. Company were willing to construct it under a guarantee, but Government or the Secretary of State would not listen to this. It is a short line, which would pay five per cent. immediately on being opened to traffic. In reply to our representations Government said, "If you really want the line, let private enterprise make it." You are urged to evince enterprise. I have always thought that this Chamber was the embodiment of private enterprise. That you might as fitly exhort rivers to flow to the sea as its members to be enterprising! But Government does not take this view, and I fear discloses a curious want of touch with current economic conditions. I understand, and fully sympathise with, Government's desire to see private enterprise arise and take off some of their heavy responsibilities, and by raising a cry of private enterprise an appeal is made to the feelings of many men of energy and independent spirit who have not too closely studied the possibilities of the situation. But no practical results came, and none are likely to come. The reasons are not far to seek. In the first place

Government can borrow more cheaply than private enterprise, and railways under most favourable circumstances are not expected to return on an average over 4 to 5 per cent. This may be remunerative to Government, but does not pay the ordinary borrower. Then British merchants throughout India have their money fully employed in their own business. They in great part create and carry on the traffic which makes railways succeed, enriches the country, and augments directly or indirectly the Imperial revenues. They have no funds left for outside employment. If you look to ignorant natives you find the great mass throughout the country of those who have money not yet emancipated from the hoarding stage. Their savings are hiden away. They will not even invest in familiar risks lying around their homes. As for the intelligent and enlightened native capitalists, chiefly at the seaports, but also throughout the interior, they will not be tempted by the most seductive prospectus to lend their amassed wealth to enterprise yielding an uncertain 5 per cent. when, by industrial undertakings, mortgages, and usury they can earn higher rates. Even the stock of the old guaranteed lines is almost all held in England. And when silver fears are added to initial difficulties, and the abominable obstructiveness of the India Council, there are apprehensions that the supply of guaranteed English capital may fail, unless more Rothschilds and Barings can be persuaded to come into the field from a sense of public duty. We must not cease to ask Government to hurry on the execution of the scheme sanctioned by the select Parliamentary committee, and to banish from their calculations the expectation—delusion I might call it—that private enterprise, pure and simple, will step in to assist to any appreciable extent within a measurable period. (Applause.) Gentlemen, you have seen the correspondence between Government and the Port Trustees regarding a guarantee for the loan required for dock extension. You have doubtless followed the reasons given by Government for granting a loan to Calcutta and denying it to Bombay. They are powerful and impressive! Because some risk attaches to a guarantee to Calcutta and none to Bombay, therefore Calcutta should have a preference! Because Government property in railways converging on Calcutta, of itself a paying property remember, is large, therefore India generally is to be taxed for the benefit of the trade of one province. For it amounts to that if there is risk involved in the Calcutta guarantee as is implied. There is admittedly no risk connected with Bombay. Why should Government refuse to perform a fair, gracious,

and popular function that will cost them nothing. We cannot grudge Calcutta the privilege she has obtained. We wish her schemes every success, and I confess, I for one firmly believe that although Calcutta trade may not be destined to increase so rapidly as our trade, it is bound greatly to expand, and dock facilities will advance and further expansion. I firmly believe that all engineering and sanitary obstacles will be surmounted, and that the promoters of the docks will eventually score a triumph. But while we congratulate Calcutta on getting a guarantee, we are naturally at a loss to account for the reluctance to assist Bombay. Government not only incurs no risk, but it frequently avails itself of Bombay facilities for transporting troops and stores. I have it on reliable authority that nearly fifty steamers that would have entered the docks loaded or discharged merchandise in the stream during the Suakim expedition that Government might have all the berths they wanted. And not a complaint was heard. The geographical position of Bombay renders it certain that in the future Government will oftener use dock conveniences here than in the Hooghly. This is a question of deep concern to the Chamber. Just as competition among individuals is cutting down profits and margins to the barest, so competition among producing countries is making it necessary that expenses between the producer and the consumer shall be reduced to the utmost. By raising a loan under a Government guarantee, the trustees save a large sum annually in interest, and are thereby enabled to lighten by a like amount the dues and charges of the port. The Chamber cannot speak too eloquently in support of the claims of the trustees. These are really urged on behalf of the whole commercial and agricultural community of the Presidency. (Applause.) I may refer to another somewhat kindred subject. Government is now considering the question of municipal assessment of Port Trust property, which has been referred to them by the Municipality and Port Trust for decision. The Chamber was invited to express its views, and after a careful study of the arguments on both sides, your committee gave its support to the contention of the trustees, and represented to Government, first that it was evident that it had never been intended that Port Trust property should be liable to assessment in the ordinary way, and, secondly, that the main principle that should underlie the determination of the sum to be paid by the trustees in lieu of the consolidated rate should be the value of services actually

rendered. For reasons I have already stated, it is all-important that the Chamber should zealously watch that no undue burdens are placed on the Trust, and through it on the trade and commerce of Western India. There is a subject that has unfailing attractions for us, and that is wheat cultivation. During the past month or two papers have been circulated among you, which emanated from the various agricultural departments. They show that the improvement of wheat is having constant care. I would mention two papers in particular—the first is a memorandum on the crop of 1884-85, issued by the Government of India. It puts the total production at 7,700,000 tons and the average of four year's exports at about a ninth of this, or 885,000 tons. It winds up by announcing that the population far from having suffered from the diminution in food supply, caused by the export of wheat, have benefited by getting higher prices for wheat than for other grains, while the ordinary amount of cheaper food grain required by the people has been available. Also, that the area under wheat has extended, while that under other food crops is not less. In a despatch from the Director of Agriculture, N.-W. Provinces and Oudh, of 18th May, it is stated that the stock of wheat in these divisions at the end of last harvest was 2,160,000 tons of wheat. After deducting food and seed for the coming year, it is estimated that 410,000 tons—equal to over half the export from all India last season—are available for shipment. Those figures are a sufficient reply to writers who with much perseverance and ability insist that railways impoverish the people and denude the country of its needful food products. It is unfortunate that men of talent and earnestness, who think not of themselves but only of India's welfare, should persistently propagate doctrines calculated to injure the true interest of this country. If added evidences were wanting of India's prosperity they are readily forthcoming. Look at the large imports of gold, the immense quantity of silver that passes regularly into the interior uncoined, the steady increase, the demand for small imported articles of luxury and ornament. Poor people there are here as elsewhere, and in such a vast population they must be many. But the general tendency is to improvement which, although slow, is of late years quite undoubted. (Applause.) I would like to say a word about silver and exchange. The effect of the shortness of our cotton crop has been counterbalanced by the reduction for many weeks past in the sale of Council drafts in preparation for a London loan. Had it not been for this reduction we must inevitably

have recently seen much lower rates. But we have the Bland Bill to reckon with. It is known that a strong party in America headed by the president wishes the bill repealed. On the other hand, a strong party is against repeal. Clever writers on both sides are busily engaged in efforts to popularise their views. The gold party no doubt is trying to frighten England thoroughly. It is not safe to predict what may happen. All that can be safely conjectured is that repeal this year, next year, three years hence, is within the bounds of possibility. When it comes, if it does come, five millions sterling of silver will be annually liberated for disposal in the open market. The primal effect on exchange would be severe, but I believe things would recover themselves, and the East, with prosperous years, would prove itself equal to the absorption of this large additional sum. Certainly nothing would occur to justify any artificial interference with economic laws or any attempt to deprive India of a further cheap supply of the white metal. But another question arises. Will repeal of the Bland Bill be followed by demonetization? Will France, Germany, and America hurry to get rid of the hundred and fifty or sixty millions of sterling of silver they hold. Impossible! To my mind quite impossible. Who is to buy it? The very magnitude of the amounts puts it beyond their power to find a market. They must either retain it as at present or—and this is more likely—arrive at some joint understanding—apart from England, who holds steadily aloof—with respect to fixing a ratio in relation to gold. I make these few remarks in the hope that they may lead those who have studied the subject—and I know there are some among you who have done so—to come forward and ventilate their opinions on a perplexing question so deeply and vitally interesting to India, its commerce, people and Government. Gentlemen, we have had during the last few months sub-committees to report on a fussy Indian Railway Bill and a Petroleum Bill. A sub-committee has examined 109 samples of wheat with the object of assisting the Director of Agriculture to select good seed, suitable for the various districts of the Presidency. We have had experience of the working of the new piece-goods survey rules, and have found them satisfactory. I only mention these in passing, nor will I permit myself to dwell on the iniquity of the attempt made by the Sanitary Commission at Rome to hamper and hinder British trade by imposing quarantine on all ships leaving infected Indian ports. We must depend on Government to deal vigorously

with this last intolerable and ridiculous injustice. I will only detain you a moment more. Since we last met there have been several changes in your Committee. Mr. Beaufort has taken Mr. Wyer's place as Deputy Chairman; Mr. Parker and Mr. Glade retired on going to Europe, and you were fortunate to secure in their stead the assistance of Mr. Fachiri and Mr. MacIver. The Chamber chose by vote in January a new Secretary. It gives me pleasure to take this opportunity of testifying to the ability, industry and zeal with which Mr. Marshall has given effect to the directions of your Committee. (Loud applause.)

Mr. Cotton could hardly let the opportunity pass without some remarks as to the funds required by the Port Trust, for he perhaps represented to a very great extent the industrial portion of the community in the Chamber, and the matter had a very important bearing on the local industries. In his opinion the floating capital existing in India was not more than sufficient for trade and commerce, and was insufficient to allow its investment in imperial works, such as he maintained docks were. Although the commerce and the merchants of Bombay might benefit very considerably by an increased volume of trade, it was the Government of the country that benefited ultimately. Any reduction possible in the charges for conveying the produce of India to England must necessarily give a higher value to the cultivator and enable the producer, who was the tenant of the Government, to give a better rate for his land, should it be necessary to require it of him. The Government should do everything in its power to help in getting capital into the country. The local industries could not go out of the country to borrow, for they had not the credit, and whatever funds were in India should be left free for investment in this way. Government must plainly see that it was very much to the advantage of the country that these industries should be encouraged. By doing this, a class would be constituted not dependent on the soil, and who in times of scarcity and famine would have the means of providing for themselves, which could not be the case were they purely agricultural. He always favoured borrowing money at home. Whatever difference there might be as to exchange, or the silver and financial questions, he naturally wanted as much money as could be brought into the country. Every pie invested in railways, docks, or other large imperial work took so much away from a class of investments that would go a great way towards improving the people. Mr. Cotton trusted, therefore, that the able representa-

tions made by the Government of Bombay and the Port Trust, as well as by their own Committee, would have the desired effect, and that the Port Trust would be able to borrow the money at home. Circumstances in England were altogether different to those in India. Here with the railways and docks they were really increasing the value of the great estate of which the Government of India were the owners. He did not think any merchant present would say that he benefited by a single rupee, or even by a pie, from any reduction in the charges made either in bringing their produce to this market or in taking it home, except in the increased volume of trade. The benefit went to the producer or consumer. Their cotton, for instance which once probably cost 25 or 30 per cent. of the outlay on its production in bringing it to the port or taking it home, could now be laid down at half these charges. He submitted that the whole of this difference had gone into the pockets of the cultivator or producer, enabling him to meet his taxes the better, and any enhancement of them should it unfortunately happen that the Government had to draw upon him still more for the defences of the Empire or any other purpose. With regard to the other matters mentioned, Mr. Cotton stated his concurrence with every word the chairman had uttered. (Applause.)

Mr. Douglas also endorsed the action of the Committee, and urged them to continue their efforts to remove the gross injustice with regard to the Port Trust. He did not think it of vital importance whether the loan was raised in sterling or rupees, but their experience showed that the work must be done. So far the responses they had elicited had been disheartening, but they might hope for success if their representations were renewed under the present Government.

The chairman, in announcing that this concluded the business of the meeting, was not quite sure that he agreed with Mr. Cotton on one point in his able speech. This point was that it was of no importance to merchants that the charges should be reduced between producer and consumer. No doubt a reduction cheapened the produce; for the consumer, but it must be remembered that the merchant's profit—a very small profit indeed—now depended on the carrying of the produce; and by reducing the charges they were the better able to compete with other countries supplying the same produce to the same markets. (Hear, hear.) The chairman took the opportunity of thanking the members for the consistent support given to the labours of the committee during the last six months.

Mr. J. L. Symons proposed a vote of thanks to the chairman,

inviting the members not only to recognise his able performance of the duty of presiding, but the arduous work Mr. Forbes Adam performed during the illness of the late secretary, and in the interval before the election of the present secretary. Their Chairman really performed the work of the secretary for a considerable period.

Mr. Slight having seconded the proposition, it was cordially adopted.

The Chairman.—Gentlemen, I will only say that I feel very much obliged to you for the cordial way you have responded to the proposal of Mr. Symons, seconded by Mr. Slight. I can assure you that the little time I give to the Chamber I give with very great liking. The work of the Chamber interests me exceedingly, and my only hope is that its present position may always be maintained at the high level it has reached during the years that have passed. (Applause.)

The proceedings then terminated.

THE ANNUAL GENERAL MEETING of the members of the Chamber of Commerce was held on Wednesday, the 13th January, 1886, to transact the following business :—

I.—To receive the report of the out-going Committee.

II.—To confirm the nomination of the members of the new Committee made in accordance with Section 12 of Rule VII.

III.—To alter Rule X so as to admit of the Annual General Meeting being held in future in the month of January.

IV.—To elect new members and to discuss any other questions that may be brought forward.

Present :

The Hon'ble F. FORBES ADAM, *Chairman, in the Chair.*

Mr. W. M. Macdonald,
„ W. M. Macaulay,
„ J. L. Symons,
„ P. B. Savile,
„ A. Blascheck,
„ O. Fiedler,
„ G. K. Heinrichs,
„ R. S. Campbell,
„ G. Cotton,
„ A. F. Beaufort,
„ M. T. Turner,
Mr. J. Steiner,
„ M. R. Wyer,
„ T. Weir,
„ J. Janni,
„ James Wallace,
„ C. Lowell,
„ G. A. Barnett, C.I.E.,
„ W. A. Baker,
„ F. D. Parker,
„ Thomas Lang,
„ Vizbookandas Atmaram and

MR. JOHN MARSHALL, *Secretary.*

ELECTION OF COMMITTEE FOR 1886.

Mr. Macaulay moved, and Mr. Baker seconded, and it was unanimously resolved, that the following gentlemen be elected members of

the Committee for the year 1886 :—Messrs. G. A. Barnett, C.I.E., C. Lowell, A. Blascheck, J. Janni, and A. Arthur.

ELECTION OF NEW MEMBERS.

The Chairman,—We have now to elect several new members. Among the names are those of several firms of solicitors. I cannot say how it is that none ever before joined. Probably they have not been invited. They certainly are interested in business, and therefore qualified to become members. They are gentlemen of trained intellect and experience, with critical faculties highly developed and practised in giving expression to their thoughts. They cannot fail to add to the character, influence and usefulness of the Chamber, and I think we should welcome them as a great accession of strength.

The following were then elected new members :—Messrs. Craigie, Lynch and Owen ; proposed by the chairman and seconded by Mr. M. R. Wyer ; Messrs. Winter and Burder ; proposed by Mr. J. L. Symons and seconded by Mr. C. Lowell ; Messrs. Tobin and Roughton ; proposed by Mr. G. A. Barnett, C.I.E., and seconded by Mr. W. A. Baker ; Messrs. Harvey and Co. ; proposed by Mr. M. R. Wyer and seconded by Mr. A. F. Beaufort ; Messrs. Breul and Co. ; proposed by Mr. O. Fiedler and seconded by Mr. G. Cotton ; the secretary for the time being of the Standard Life Assurance Company ; proposed by Mr. J. L. Symons and seconded by Mr. James Wallace.

LANDING CHARGES.

The Chairman proposed, Mr. Beaufort seconded, and it was agreed to,—" That the following articles be added to the Chamber's list of landing charges :—Tiles (roofing and flooring), Rs. 1-4 per ton ; Lead (pig) Rs. 1-4 per ton.

The Chairman said : Gentlemen,—You committee have to submit for your approval and acceptance their annual report. Originally, I believe, the Chamber year terminated in September or October, the date having some relation to the close of the monsoon season or the Native New Year, but more recently succeeding reports have been brought up closer and closer to December, and this year your committee include the whole of that month. In inviting you to pass the report and sanction the action of the committee, I will move that in future the Chamber year be put in correspondence with the calendar year, and that henceforth the annual report of the Bombay Chamber of Commerce begin on each 1st of January and terminate on each 31st of December. At our half-yearly meeting in July, I took occasion to review the topics of interest that had occupied us during the first

part of 1885. The chief of those were frontier defences, the prosecution of railway works, the Port Trust Dock extension loan, and the critical prospects of silver and exchange. We rejoice to know that the frontier is to be made strong and secure. Dread of immediate aggression having passed away, there was danger that the question of frontier defence might slip quietly into the background. This is not so, and we must heartily approve the vigorous policy of statesman like foresight, that remembering the lessons of the past, determines that no accident will disturb us, no unexpected combination of events find us unprepared. Much has been written about the cost of precautionary measures. As I have before said, I go with those who hold that the cost of measures of imperial necessity should fall equally on England and India. But let that be settled how it may, it is of first importance that the work should be done at once and thoroughly. I have no sympathy with those who argue or seem to argue, that because every man in the country is not so well off as he might be, that therefore expenditure on defences is reprehensible and tends to burden the already over-burdened. The strength and safety of a bank are of consequence to its smallest as to its largest shareholders. Prince and peasant are alike bound up in the security of the State—a State rich in possibilities, increasing in wealth, and which, if so fortunate as to escape wars and famines, has a sound and promising financial life before her. Are not works of defence and works of internal communication the surest means of preventing the first, and minimising the evils that dog the foosteps of the second? Yes! while urging that all waste should be checked, all extravagance stopped, every wise economy practised and enforced, no one who is proud of the Empire and has the true interests of her peoples at heart can grudge the cost, no matter how great, of the means required to preserve to her the blessings of progress, prosperity and peace. Gentlemen, I have to congratulate you on the carrying through of the Midland Railway project, the value of which has for so many years been constantly represented by the members of this Chamber. We owe a debt of gratitude to the resolution and energy of the present Secretary of State, and Bombay will soon reap lasting benefit in the opening of a wide additional field of supply. We look to the same powerful agency to push through the Nagpur-Bengal line on the broad gauge. The Chamber has long and earnestly pressed this scheme on the attention of Government. Whispers reach us that the pernicious influence of the Stracheys is being again put forth. In using the adjective "per-

nicious," I wish to limit its application to the eccentricities of the General respecting gauge! There cannot, however, be any real risk of a mistake being committed. Two breaks of gauge on a through trunk line are surely more than General Strachey would have attempted to advocate even before the battle of the gauges was fought out and he and his forces routed. I think we may allow ourselves to hope that early intelligence will reach us that an arrangement has been made, a company formed, the Chhattisgarh line ordered to be reconstructed, the through line *via* Nagpur to Calcutta on the broad gauge put in hand, and another great grain-producing centre brought within the range of our operations. We must next year be more active about railway matters than for various reasons we have lately been, both as regards the general question of extension and as regards particular lines specially affecting Bombay. We must once more approach Government about the Godra-Rutlam connection, a line which would be immediately remunerative owing to through and local traffic, and which would greatly promote the welfare of the surrounding districts. We must once more beg that attention be given to roads leading to stations on lines already working. Unfortunately for India, when the cry of retrenchment is raised, the Public Works Department is the handiest to deal with, and, as a consequence, it is subjected to mischievous fits and starts—spasmodic and irregular operations—which cost the country much more money in the long run than a steady consistent policy of well-regulated, carefully-supervised, and uninterrupted expenditure on useful work. If I get plans and estimates for a house which is to cost me Rs. 60,000, and which, it is calculated when finished will pay 6 or 7 per cent. on the outlay, and if, after I have spent Rs. 30,000, I find an unlooked for call on my resources, would it be wise economy to stop expenditure on the house altogether, cancel the contracts at a serious sacrifice, and let the incurred outlay go for nothing? And if some years afterwards my financial position improved and I began all the work—a wise work in itself, remember, —once again, would not my previous action be deserving of the strongest condemnatory language! And yet this is not a greatly exaggerated illustration of what has sometimes occured in the Public Works Department. It hardly throws credit on our administration. Gentlemen, General Strachey naturally excites reflections on the India Council. We are promised a commission of enquiry into the administration of India. It will be

welcome! There is much useful employment for it, and not the least service it can render, is to bring into striking light how utterly unsuited the Council as at present constituted is to perform the functions allotted to it. If the commission is composed, as it probably will, of able, fresh, unbiassed and intelligent minds, its power for good will be immense. There are those among us who would gladly see the Council brushed away altogether and a standing Parliamentary Committee substituted. This Chamber does not countenance so radical a change. The British Parliament is as yet too much engrossed with home affairs; it numbers among its members too few possessed of the experience and knowledge of India and her needs—although, no doubt, bound steadily to improve in this respect—to make so great a change safe or desirable. All that we would ask for to begin with is, that only men of eminence, fresh from India, should be appointed to the Council, that the term of service should be shortened to five years, and that sufficient publicity should be given to their deliberations to enable outside criticism to exercise a salutary effect by bringing home to each man, responsibility for his opinions and his reasons for urging them. Further developments may follow. The day may come when a Parliamentary Committee supervising local councils with larger powers may be acceptable to us. But not yet. We do not wish it now. Gentlemen, you must have heard with extreme satisfaction of the arrangement made by the Port Trustees with the Government of India regarding the Dock Extension Loan. The negotiations lasted some time. At first the Government of India were not disposed to assist with their guarantee, and afterwards when a guarantee was conceded, conditions about a Dry Dock were attached which were prohibitive. The Chamber was invited by the Port Trustees to state its views. The question was a large and difficult one, and your committee felt that it demanded discussion and deliberation, while it was imperative that the Trustees should be put in a position to borrow without delay. It was therefore suggested to Government that they should grant a guarantee at once, leaving the Dry Dock an open question to be hereafter settled. It is generally admitted that a convenient Dry Dock for merchant vessels is required to supplement the facilities and add to the attraction of the Port; and the Chamber should strongly countenance any efforts made by the Trustees to discover a practicable arrangement which, while meeting the views of Government, would, at the same time, supply, on favourable terms, a

want felt by the Mercantile Marine. I would take this opportunity of acknowledging the appreciative assistance given by the Governor in Council to matters affecting the welfare of the trade and commerce of the port. We have a Government remarkable, if I may say so, for easiness of access, clearness of judgment, and that most commendable of all attributes, sound practical common sense. The Chamber has good grounds for confidence, and its representations will be weighed and advanced or discouraged purely on their merits, and will never be, as has occurred in older days, arbitrarily dismissed or subverted and upset with diplomatic phrases to gratify the fads and foibles of higher authorities. When I had the honour of addressing you a year ago, I alluded to the perplexing uncertainties surrounding silver, and I said that the only prudent course to pursue seemed to be to maintain risks at a minimum that were influenced by its movements. During the past year we have had a heavy fall in Exchange brought about not by any alteration in the currency laws of other countries, for the only event that has taken place—the maintenance of the Latin Union—acted quite the other way, but by a balance of trade adverse to India emphasized by, it may be, apprehensions about silver. With the prospect of large cotton, wheat and seed crops, with the possibility of more active demand in the consuming markets of Europe, recovery might not unreasonably be anticipated, but the Bland Bill hangs over us, although we are approaching close to some definite knowledge respecting the future of that source of uneasiness and disquiet. Within a month or two we should know if it is to be repealed and further fall in silver—severe fall it may be—or indefinite continuance and more or less revival in our exchange. Most people look for continuance or modification. One thing is clear. A great deal has been written on the subject of silver and exchange and the interests it affects, and much information and enlightenment has been obtained by the public at home and in India. It is now prettily well accepted, that although merchants and traders dislike the inconvenience inseparable from fluctuations, that their transactions invariably adjust themselves to the rates of the day, be they high or low, and that the volume of commerce flows irresistibly on in spite of the movements of silver, though occasionally receiving a temporary check in its course. It is understood that although the prices of commodities in India fall with falling values in Europe, that some part of the fall is safe to the producer by the decline in exchange, and that he thereby gets a better price

for his produce, his position is improved, and his power to compete successfully with producers in other countries enhanced. And I may here observe that Indian producers have been specially fortunate, for along with the drop in exchange there has been a great drop in freights. Twelve or fourteen years ago, after the Suez Canal was in full swing and the wheat trade had started, steam freight to Liverpool averaged roughly 50s. per ton. Now owing to cheapness of construction and scientific improvements in building and machinery 25s. is not an unacceptable figure. This means 6s. and 7s. per quarter of wheat. Of course freights have correspondingly declined from other producing countries, but the decline tells in proportion to the length of the voyage. To return to exchange. It is seen that Government, although their annual budget discloses a serious loss owing to the lesser value of the rupee, recover in increasing railway returns—the result of the stimulus and aid given to production in this country in its competition with other producing countries by the fall in exchange —much of the loss—a fact that by the way points to the advantage of State railways ; and further, the improved condition of the people owing to the money they get for their surplus production, is also a indirect gain to Government, tending as it does to extend agriculture and to widening the area of cultivation. It is now recognised thae the only section of the community whose sufferings are acute are those ill-fated beings—I am sure we sympathise deeply with their woes—who having fixed incomes paid in India have to remit regularly a large portion to Europe. It may afford consolation and assuage the grief of some of them to hear, that while the average incomes of most men who are dependent on their own exertions for a living are, owing to the rapid increase in the supply of educated labour and the ever augmenting pressure of a ceaseless competition, dwindling steadily down, they possess official salaries and prospects covenanted for under happier conditions, and which cannot be altered at any rate during their career. But what I intended particularly to lead you to was, that with more thorough acquaintance with the effects of a low exchange, comes less danger of any fantastic and hastily conceived proposals being entertained to interfere with the legitimate play of economical laws. This room could not contain all the literature produced to prove that artificial restrictions should be established, but I fancy I correctly interpret the opinion of the Chamber when I say that nothing yet submitted—nothing that has yet happened—has shaken its faith in

the wisdom of permitting things to run their natural course. I have touched, gentlemen, on competition. In this connection I would hazard a word or two that may be held to be not very practical. We have had all through the year loud complaints of the dulness of trade, bad markets, and no profits. And yet, looking at the trade and navigation returns for Bombay, we find the imports and exports of merchandise together not much less than in 1884. Cotton, of course, was a failure, and growers, millowners, pressers, and all who handled the crop in any of its stages—including the Chamber's measurers, as an examination of our financial statement will show—were losers, for there was only half a crop to handle ; but other produce was plentiful and going forward in larger quantities than in the preceding year, almost counterbalanced the four crores that cotton was short in value. In fact, making allowances for lower prices, the difference disappears ; the bulk of general trade in the two years was about the same. How is this ? How is it that so large a business yields so poor recompense to those who conduct it ? I believe it is chiefly owing to what I would call the blind over-keenness of competition. I have been told by the largest shippers of produce that it is rare for them to receive an offer from home at prices that they can accept without risk, at a price that enables them to accept the offer, and at the same time close off the business by buying produce, arranging freight, and fixing exchange. If they wish to put through business at all, they must speculate on the variations of one or other of those factors. Competition has virtually converted the occupation of the merchant into that of a mitigated speculator. It cannot be denied that this is greatly the effect of flat markets and the dragging nature of business, but only partly, and besides bad habits learned in slow seasons are apt to stick after improvement and activity returns. I firmly believe that if each one of us were—when a transaction is put before us —to take into consideration the time, labour, skill, knowledge and capital to be expended, and would reject it unless it yielded—well I will only suggest some return, no matter how small—without risk, we would soon hear less of bad trade. I am bordering, I know, on the visionary and impractical, and yet I venture to offer these remarks in the hope that they may bear fruits in leading the exporters chiefly concerned to co-operate strictly and without formal combination to guide business back to a safer, healthier, and more respectable footing. Firms, who do a large business may do less ; firms who do a small business more, but the result to all will be better, and worry

and discomfort materially lessened. Gentlemen, we have not had many big questions during the last six months. Your committee have not been idle, but on the whole the period has been uneventful. A special sub-committee reported on a Bankruptcy Bill which Lord Dufferin's Government intend shortly to introduce. It has been prepared on the lines of the English Act and with certain modifications and additions—specially with regard to imprisonment for debt and treaties with native states—will prove of great advantage to the mercantile public. The careful way in which public bodies have been consulted encourages the anticipation that the final measure will secure the approval of the banking and commercial classes. I need not draw your attention to other subjects, as a glance at the report will afford full information; but I would remind you that when the Viceroy passed through Bombay to assume his high office the Chamber, in its address of welcome, besought him to take steps to put an end to the extensively distressing state prevailing in Upper Burmah. Our hearts and consciences were touched and roused by the horrible accounts constantly reaching us of bloodshed, tyranny and misrule. Overtures were afterwards made with the object of inducing the Chamber to join in a demand for annexation. No notice was accorded them. The commercial relations of the Chamber not being immediately involved, it was obvious that further action was not called for. We felt that the Viceroy in Council, with full facts before him and acting under very trying circumstances and with a deep sense of responsibility, might be relied on to do what was expedient and right. Well, after much forbearance, Lord Dufferin was compelled to order an expedition, and Upper Burmah is now an integral part of the Empire. I am sure, so soon as the inconveniences of the transition stage have passed away—dacoity suppressed and good government established—none will rejoice so greatly in the change as the Burmese themselves. If the real opinion of the people could be ascertained, I do not doubt it would be in unmistakable favour of a transfer from cruelty, oppression and unrest, to the comfort, security and peace bestowed by our rule. Properly administered, the annexed provinces should not fail to show a balance of receipts and expenditure, and great benefits may be expected for the commerce of England and India. New markets will be developed in the districts made known to us by the writings of Mr. Colquhoun and Mr. Hallet for the production of Lancashire and Bombay. China, our great ally of the

future, who is only to-day emancipating herself from the exclusiveness of centuries, only to-day being brought to recognise the mighty influence for good of the iron rail and the locomotive, may simultaneously open up from the east and the south-west her extensive territories and teeming populations to the enterprise, energy, spirit and industry of the sons of the Empire. Physical barriers in the south may obstruct themselves, but trade, if left free and unfettered, has a marvellous way of getting round obstacles and finding roads for itself and it will be true to its character there as elsewhere. One other subject, and I have done. It is not mentioned in the report. I refer to the Income Tax. We are all agreed in disliking direct taxations. It has always and everywhere been a most unpopular means of raising revenue. But I believe we will be found equally unanimous in rejoicing that the unfair and partial Licence Tax which the Chamber has strongly condemned from the first, is to disappear. There may however, be differences of opinion respecting the advisableness of imposing an Income Tax. Some of us perhaps still hanker after a return to import duties or an addition to salt rates. I confess I share the views of those who object to the salt tax. Owing to the special circumstances of supply and demand the tax falls on the consumer—it tells on the masses of the poor. The amount falling on each individual may be infinitesimal and no complaint may be heard. True, but the principle is wrong, and it behoves those who can make themselves heard to protect the voiceless. As for import duties, the matter is not quite so clear. At the risk of being judged shockingly heterodox I will put a case. Supposing India to exercise a preponderating influence on Manchester, and through Manchester on cotton then it is possible the tax might fall on the producer of cotton, not on the consumer of cloth. For instance, were a 5 per cent. import duty imposed to-morrow on cloth, would prices rise locally five per cent? That is not borne out by past experience. Prices would be hardly, if at all, moved. Buyers would therefore have to reduce their offers to manufacturers in Lancashire; manufacturers might hold out for a time, and then if other consuming markets did not help them, they would try to accept the lower offer by buying the raw material cheaper. A fight between supply and demand would ensue. Is the consumer to advance his price or the producer of cotton to take less? Granting for the sake of argument that India has a preponderating influence, this would end in the producer having to yield, and the tax would fall not on the Indian

consumers, not on the Lancashire manufacturers, but on the American producers. Imagine that we had reached a point when the loss to the producer checked cotton production, and led to a rise in prices of cotton, then the Indian consumer would suffer, and the import duty on cloth would come back on his shoulders. But so far as we know, we are very far from that point yet. These remarks are merely suggestive. It is by no means certain that India has a preponderating influence on prices in Lancashire, and if she had, the argument would only hold good in normal years of average cotton growth and so long as supply is stronger than demand. For myself, whether import duties fall on the consumer or not, I would not wish them re-imposed. I would like to see trade in India left as unhampered as possible. There may be other taxes that have something to recommend them. In taxes, as in other things, each man has his hobby, and they will all be trotted out in the next few weeks. But I am firmly persuaded that Government has acted wisely in selecting the Income Tax. It is the only path by which numbers of men who have become exceedingly rich under the fostering care of the State can be reached at all. Men who hitherto have contributed absolutely nothing to the imperial revenues, if the pinch of salt they buy in common with the meanest coolie, is left out of count. A gold duty would stop gold importation, gold not being like cotton! Succession duty could be easily out-manœuvred, but with well-chosen commissioners and assessors—a great deal depends on this—abuses, inconveniences and evasions of the Income Tax will diminish year by year as the machinery for collection is perfected and the tax is familiarised. It was an error abrogating the tax before. It would have been familiarised and become a custom long ago. If it is found necessary to continue to gather it, each year will show more lucrative returns. It will be the duty of the incoming committe to examine details critically and report on the Bill, and we have the assurance of Sir A. Colvin that any suggestions made will be patiently heard. We have not much time to lose, but to-day we telegraphed asking for extension. The Calcutta Chamber has also begged for time. The Committee might point out that inamdars on this side and zemindars in Bengal, large landowners who pay no rent and who gain largely by the fall in exchange, should be exempted from the tax. And how about native princes and chiefs? They are protected by treaties, and treaties ought to be respected. But the Empire is one and indivisable, and they above all might well be

expected to come forward and pay something to the general expenses of the State. They are guarded by our armies, enriched by our railways, educated by our schools and colleges, and they know nothing of losses by exchange It is high time that they were led to see how just and right and reasonable it is that their large surplus revenues should contribute a percentage in recompense for many unspeakable benefits.

The speaker then proposed "that the report of the Committee, which has been circulated, be received with thanks and printed for general information, together with the documents therein referred to; and that the members of the retiring Committee do receive the thanks of the Chamber for their attention to its interest during the year of office now closed. Further, that in rule X. the word 'January' shall be substituted for December, to admit of the annual report being prepared to 31st December of each year."

Mr. Macaulay, in seconding the motion, said: I have not had time to make myself fully acquainted with the report, which only came into my possession yesterday; but a partial perusal shows that a considerable amount of good work has been done by the retiring committee, and you, Mr. Chairman, and they are entitled to our thanks for all you have done. It is, as you remark, a matter of congratulation to the Chamber that the fight which we have so long waged for making a more direct line of railway to Cawnpore is about to be commenced at last. Another matter for congratulation is that the present Secretary of State has been fit to agree to provide the means for making a new dock. If Lord Kimberley had remained in power we should now probably be mourning the suspension of the works at a loss of a great many lakhs of rupees and the hindrance and interference with the development of trade which is now so rapidly going on. I am sorry that I cannot agree with the chairman's remarks about the income-tax. It is probably in one respect better than the licence-tax which now exists; but only in one respect, inasmuch as it does not exempt the salaries of Government officials and the professional classes; but I think that both sources of income are not desirable in a country like India. I think, notwithstanding the opinions which have been pronounced by eminent members of the Government of India in Council the other day, that direct taxation was necessarily brought about by changes which had been effected in former years—I think that in direct taxation is much more suitable for India; and that direct taxes ought only to be levied in case of extreme emergency. Happily for us this condition of affairs does not now exist. Although there is no doubt that there will

be a deficit in the coming year, still that could be met without resorting to an income-tax. Among other sources which have been suggested, a writer in a local paper has suggested a tobacco-tax. I have not got the figures to enable me to judge how much could be derived from such a tax, but it is one that is in force in almost every other country, and, being a luxury, I think it is an article that can very reasonably be taxed, and that a very considerable revenue would be derived from such an excise duty, and by an import duty as well. My own opinion is that the simplest method of recouping the Government's exhausted treasury would be to re-impose the import duty on the finer kinds of yarn and cloth, which were wantonly removed some years ago. We have had experience of these duties, and we know that they were not felt as a burden, and were not removed at the instance of any demand either from the consumer or from the mercantile community ; but, on the other hand, the income-tax was felt to be an annoying one to have one's income pried into, and it was highly condemned. The import duty would not affect the poorer class, but those who were well able to bear it, while the apparel worn by the poorer class would still continue to be imported free, or manufactured locally, free of duty. No objection could be therefore taken on the ground that the import duties would come out of the pockets of the poor, and that the rich would escape. By this means the inhabitants of the native States would also be got at. As the chairman very properly remarked, they did not now contribute anything towards the expenses of the Government of India, although they derived great and incalculable benefits from it. They could not be got at by the income-tax, but by the reimposition of the import duties they could be made to bear a small proportion of the revenue. There is only one other thing I would wish to bring to the notice of the new committee. I would venture to suggest the desirability of a memorial being sent to Government regarding the state of business in the High Court. The conditions which exist now remind one of the old days of the complaints against the notorious Courts of Chancery, when a person of having once got in, was never quite sure whether it would be one, two, or an indefinite number of years before he got a decision ; and persons were obliged to compromise claims which they knew to be iniquitous rather than run the risk of the law's delays. This question closely affects the mercantile community ; and I think it is one that I do right in suggesting should be brought before the notice of Government. I believe that the present state of things is caused chiefly

through there not being a sufficient number of judges, and although Government are perhaps indisposed to incur the expense of appointing an additional judge, it has impressed itself on every one connected with the court that such an appointment is necessary. (Hear, hear.)

Mr. G. Cotton said he could not allow that opportunity to pass without saying a few words with reference to the latter part of the chairman's speech upon the income-tax. He regretted that he could not agree with the chairman's views on the subject, because, in the first place, he did not think the incidence of the tax was quite so fair or just as it appeared at first sight. He believed that it would be much harder for a man earning a monthly income of Rs. 500 to pay 2 per cent., to the Government than it would be for one with an income of Rs. 2,000 per month to pay 2½ per cent. He was further of opinion that the inquisitorial nature of the tax was highly objectionable. Merchants did not like to tell any one what their profits or losses had been. Again, this was a very expensive tax to collect, and seeing that there were other much easier modes of obtaining what the Government of India acquired, the people might very well raise their voice against the proposed tax. As Mr. Macaulay had pointed out, the import duties were not repealed at the instance of the people of this country. No one had asked for the repeal, no one had ever felt that they were a burden. The duties had been repealed at the instance of Lancashire which passed both parties to abolish them ; and consequently the repeal was begun under Lord Lytton's Government and the duties were entirely abolished under the Government of Lord Ripon. So far from asking for the repeal, the people of this country had not complained against it. The speaker believed that the revenue derived from this source would have formed by this time a very good reserve fund which would now have served them well. The people of Lancashire had cried out for the abolition of the import duties under the mistaken impression that they were a sort of protection to the industry of this city which they imagined was their rival. That the duties were not of a protective nature had been proved by the increase in the number of their mills, and by far the largest proportion of what they produced was sent to markets where they could fairly compete with English goods. If it had not been for this mistaken impression, he did not think any Government would have thought of throwing away such a very handsome revenue. Had the duties been protective, he would have been the first to raise his voice against them, because he did not think that any industry could

flourish under protection. For these reasons, he was of opinion that they could now very well press for the reimposition of the import duties. He had very carefully read the speeches made in the Supreme Legislative Council. Whatever fell from such an able man as their Finance Minister was worthy of careful consideration, and he (Mr. Cotton) had accordingly tried to see how far the Finance Minister was right when he stated that the import duties fell entirely upon the poorer classes, and that the upper and middle classes did not contribute anything. He had tried hard to understand how this could be, because one felt considerable diffidence about one's owns views when different views were put forward by such a high authority. But he (Mr. Cotton) said he was nevertheless unable to agree with the Finance Minister's statement. If Rama with an annual income of Rs. 100 spent about Rs. 10 a year on the purchase of cloth on which a duty of 5 or 2½ per cent. was levied, he did not pay more than another man whose income was a hundred times as much as Rama's and who spent about a hundred time as much on the purchase of these goods. Lord Dufferin, in advocating the income-tax, pointed out that none of those he saw around him paid anything to the State. He (Mr. Cotton), however, believed that rich Parsees, who dressed their ladies in silks, paid a considerable sum in the shape of the import duty to the State. He was glad that the chairman had pointed out that the import duty was not paid by the consumer of the goods importod, but that it fell on the producer. It seemed to him rather sentimental to argue that an import duty of 5 per cent. on goods could be taken as a hardship, when those goods varied owing to a small or large supply of cotton, from 15 to 25 per cent. in value. Then, again, the railroads constructed by the Government of India at such a large expenditure of money reduced the cost of carrying those goods to the consumer by something like 15 or 20 per cent. They would all fully endorse the remarks made by the chairman at the commencement of his speech that they had to be grateful for having a Government with a strong and firm policy for the defence of the empire. He thought each and all of them would willingly contribute their share, or double their share, if necessary, for this purpose ; but it was the mode of raising the revenue which was most objectionable. If the Government resorted to income tax, rather than reimpose the import duties, it was because the renewal of these duties might be so very objectionable to Lancashire. But he thought that by this time even Lancashire must have plainly seen that the duties which they had objected to were not at all of a protective

nature. By re-imposing the import duties, they could get not only all that was required, but a little over. (Applause.)

Mr. Vizbukandas Atmaram remarked that they were willing to meet Government in cases of necessity ; and although the income-tax was an improvement on the licence-tax, he did not think it was yet called for. They should first reduce their military expenditure and repose the import duty.

The Chairman said that he had listened with great interest and attention to the able remarks of Mr. Macaulay and Mr. Cotton's eloquence, as well as to what had fallen from Mr. Atmaram. He was glad that he had introduced the subject of the income-tax, because it had offered them an opportunity to express their opinions on the subject, although he did not find that they were in consonance with his own nor did he take it that they were held by a majority of the Chamber. He understood Mr. Cotton to say that one of the chief objections to the income-tax was that a man who had to pay two per cent. on Rs. 500 was much less able to pay that amount of duty than a man who had to pay 2½ per cent. on Rs. 2,000 ; but in a later part of his argument, when urging the reimposition of the import duties, Mr. Cotton observed that Rama with Rs. 100 a year, and who paid ten rupees in cloth, did not pay, according to his ability to pay, one whit more than he himself (Mr. Cotton). He disagreed with Mr. Atmaram who said there was no necessity for fresh taxation. He thought it had been distinctly shown by Government that there was a necessity, and he would seek to reverse the policy advocated by Mr. Atmaram, and would impose an income-tax, thereby reaching many exceedingly rich people who now paid nothing, and then if that was found to be insufficient and imperial emergencies should arise, then would be the time to discuss whether or not it was advisable to bring back the import duties. He wished it to be distinctly understood that he had only indulged in speculation, and that he had also wished if possible to evoke discussion and ventilate the subject. He did not see, he must confess, quite clearly the bearing of the remarks he had made on the consumer, manufacturer, and producer, but if it was the means of enabling them to ascertain distinctly for future purposes where the incidence really fell, he did not think his remarks would have been made in vain.

The motion was then carried ; and a vote of thanks to the chairman, proposed by Mr. Wyer, and seconded by Mr. Barnett, brought the proceedings to a close.

ANNUAL REPORT.

Your Committee have the honor to submit to the members the usual annual statement of the affairs of the Chamber, accompanied with a report on the principal topics which have been discussed and dealt with during their term of office. As compared with recent years it will be apparent, that while there has been no diminution in the routine work of the Chamber, nor any decrease in the number of topics discussed, there is a notable absence from the record of some of the subjects which have been accustomed to find a leading place in the report. The most prominent of these is :—

RAILWAY EXTENSION IN INDIA.

Your Committee have been fully alive to the importance attaching to this subject, but for several reasons they have not deemed it expedient to promote further discussion upon it during the past session. The memorial addressed to the Government of India by the Chamber in February, 1884, practically embodied everything that could be advanced in support of the Chamber's views; and the report of the Parliamentary Committee issued in July of the same year placed the question on a basis, which, if not all that could be desired, was nevertheless sufficiently satisfactory as a starting point, provided its recommendations were fairly carried out.

Your Committee accordingly judged it advisable to allow a reasonable time to elapse before moving further, and ere that point had in their opinion been reached, the necessity of providing against possible complications with Russia on the frontier of Afghanistan, absorbed the attention and resources of Government and made it inexpedient to bring the question prominently forward in the first half of the year. Since then political affairs in England

have been so unsettled that any appeal to Government would have had slight chance of a fair hearing; but the time is now approaching when your Committee think the question may be re-opened with advantage and the voice of the Chamber will have none the less force that it has not been raised at inopportune moments.

The year, however, has not been altogether barren of results in the shape of railway extension. In August last, mainly, it is believed, through the instrumentality of the present Secretary of State for India, the directors of the Great Indian Peninsula Railway succeeded in floating in the London market their scheme for the extension of their system *via* Bhopal to Gwalior, Agra and Cawnpore in the

INDIAN MIDLAND RAILWAY.

This line, the construction of which has for years past been earnestly advocated by the Chamber, may be expected to exercise a more extensive influence on the trade of Bombay than any event in railway development since the establishment of through communication to Calcutta. It shortens the route to Cawnpore by 134 miles and opens out some of the finest wheat and seed producing districts in India. The total length of the system is 589 miles and it is anticipated that the whole will be opened for traffic within five years. Energetic steps have been taken, however, for pushing on the construction and the main sections will probably be in operation in a much shorter time.

The following is the progress made with the Indian Midland on 31st December 1885 :—

Bhopal (through Jhansi) to Gwalior—approximate distance 240 miles. Survey in progress.

Jhansi to Cawnpore 135 miles—works just commencing between Jhansi and the river Jumna. From the Jumna into Cawnpore (about 45 miles) will be finished probably next April.

Jhansi to Manickpur (a station on the Jubbulpore

extension of the East Indian, 62 miles from Allahabad) approximate distance 180 miles, works recommencing; expended between 30 and 40 lakhs before stoppage.

Etawah to Saugar—48 miles. Survey completed.

THE BARSI LINE.

Your Committee have addressed Government on several occasions representing the advantages which might be anticipated from prosecuting this small local undertaking. It was at one time practically sanctioned as an extension of the G. I. P. system to which it would be an invaluable feeder, but even for a line of this size estimated to cost only 9 lakhs, the Government of India have declared themselves unable to grant the requisite funds, nor will they sanction the amount being raised in debentures by the G. I. P. Railway Company.—(*Appendix* B.)

DRAFT INDIAN RAILWAY BILL.

In November 1884 the Government forwarded to the Chamber, with a request for criticism and opinion thereon, the draft of a proposed new Railway Bill for India. Being close upon the termination of the Chamber's business year the subject was left to be dealt with in the present session. As usual in important matters of this kind a Special Committee was appointed, the members of which were :—The Hon. F. Forbes Adam, Mr. M. R. Wyer, Major W. S. S. Bisset, R.E., Mr. G. A. Barnett, C.I.E., Mr W. M. Macaulay, and Mr. W. Lang. The full detailed report submitted by these gentlemen having been approved by your Committee was forwarded to Government on 20th February last. With regard to the bill generally it expressed the opinion that no special necessity exists for its introduction, as the present law on the whole works well; and it further took exception to the policy of burthening the Statute Book with numerous clauses, which are either already accepted

without question, or should be a matter of special contract between Government and Railway Companies at the time of their formation. The relations and conditions on which the bill would place various departments of the public service and the railway administrations were also a matter of objection. The free carriage of maintenance stores for the Telegraph Department, the conveyance of Mails on exceptional conditions, and the special provisions made for the conveyance of Her Majesty's forces, were all, it was pointed out, laid down on a basis likely to make the interests of railway shareholders, and in a secondary degree the travelling and goods-forwarding public, suffer for the benefit of the Imperial Revenues. These conditions would unquestionably tend against the development of private enterprise in railway extension in this country, and if for this reason only the tendency of legislation in connection with railways should rather be to diminish than increase the preferential claims which Government already enjoys.—(*Appendix* C.)

THE INDIAN TRAMWAYS BILL, 1885.

A copy of this Bill, which is intended to facilitate the construction and regulate the working of Tramways in India, was forwarded by Government in November last with the request that the Chamber would submit its views thereon. Having been duly considered by a Special Committee consisting of the Chairman, Major Bisset, R.E., Messrs. J. L. Symons and George Cotton, your Committee reported in accordance with their finding that the Bill seemed well suited to meet the proposed objects and had the entire approval of the Chamber.—(*Appendix* D.)

WHEAT CULTIVATION IN INDIA.

The Indian Wheat harvest of last season was probably the largest ever gathered, the weather having been exceptionally favourable throughout. In an interesting memo-

randum published by the Agricultural Department of the Government of India in April last it is estimated that the whole area cultivated was 27,620,223 acres which gave a yield of 7,713,096 tons, against normal figures of 26,000,000 acres and 7,135,000 tons respectively. The following are the figures for each province in detail :—

PROVINCE.	Supposed Normal Area under Wheat.	Area of 1884-85 as estimated in December.	Area ascertained by inspection up to April 1885.	Estimated Out-turn of Area in Column 4.
	Acres.	Acres.	Acres.	Tons.
Punjab	70,00,000	72,50,000	73,81,400	28,57,099
North-West Provinces and Oudh	56,00,000	55,00,000	52,98,026	21,00,000
Central Provinces	40,00,000	40,00,000	37,00,000	8,17,857
Bombay	16,00,000	18,30,473	26,70,000	5,90,183
Berars	7,00,000	8,45,136	8,19,057	1,35,770
Total...	1,89,00,000	1,94,25,609	1,98,68,483	65,00,909

NATIVE STATES.	Supposed Normal Area under Wheat.	Estimated Area of 1884-85.	Estimated Out-turn of 1884-85.
	Acres.	Acres.	Tons.
Bengal (Behar)	8,50,000	8,50,000	3,36,920
Rajputana	25,00,000	22,50,000	5,17,857
Central India	25,00,000	35,00,000	5,00,000
Hydrabad	7,50,000	7,50,000	12,420
Mysore	20,000	21,740	2,757
Kashmere	5,00,000	5,00,000	1,33,333
Baroda	88,000	80,000	8,900
	72,08,000	79,51,740	15,12,187

Although the markets in Europe—with the exception of a short period of activity in the spring owing to apprehensions of war with Russia—have been most depressed, the low rates of freight ruling during the greater part of the year and the important decline in sterling exchange, have enabled a large export business to go forward ; from Bombay alone 611,218 tons having been shipped in the twelve months ending 31st December last, as against 410,655 tons in 1884, when a much higher level of prices prevailed in Europe. The growing crop does not promise

quite so favourably, but as the stocks of grain in the country are still liberal, the probabilities are that the shipments in 1886 will also attain large figures.

THE IMPROVEMENT OF WHEAT CULTIVATION IN INDIA.

Following in the footsteps of their predecessors in office, your Committee have given the important question of the improvement in the cultivation of wheat in India a leading share of their time and attention during the year. In cordial co-operation with Mr. E. C. Ozanne, C.S., the Director of Agriculture in the Bombay Presidency, who has the same object thoroughly at heart, every assistance in the way of procuring seed, reporting on the quality of samples, and furnishing information, has been rendered to Government servants, the officials of Native States, and others interested; and, although it may not be possible as yet to point to any visible results from these measures, there can be no doubt that ultimately they must tend to materially assist the development of what, next to cotton, has already become the most important branch of our export trade. As mentioned in the Annual Report of the Chamber for the previous year (1883-84) an experiment was made as to whether the quality of the wheat produced in certain localities could not be improved by the distribution of selected hand-picked parcels of seed. That experiment, however, in a great measure failed, owing, it was believed at the time, to the adverse conditions under which it was attempted, the seed having been collected in the monsoon when it had already become more or less unsound by the action of the climate, weevils, &c. To obviate this, the Chamber in a letter to the Director of Agriculture, dated 18th December 1884, suggested a scheme for obtaining from all the large wheat-

producing districts samples of their leading qualities; having these carefully examined by experts, and the selected varieties purchased, picked, and stored in sufficient quantities before the setting in of the rains. These suggestions met with the approval of the Director of Agriculture, and Government by a resolution passed on 15th January last, sanctioned the requisite measures, and instructed the officers of twelve collectorates in the Presidency to send samples to the Chamber of the different qualities of wheat produced in their districts. In accordance with this the samples were received and submitted to a Special Committee, consisting of Messrs. M. R. Wyer, J. Fachiri, L. R. W. Forrest, and W. Lang. These gentlemen carefully went through, examined, graded and priced 109 samples in all from which they selected the following as most suitable for export :—

Hansia, Sakhadvala	Broach,	Wagra Taluka.	
Bakshi	Poona,	Junar	do.
Chasia	Mahikantha,	Katusan	do.
Red Hard	Kaira,	Matur	do.
White Soft	Do.	do.	do.
Hard Yellow	Nasik,	Dindori	do.
Hard White	Do.	do.	do.
Banshi	Do.	Nasik	do.
Banshi	Do.	Niphad	do.
Wajia	Panchmahals,	Dohad	do.
Katha	Sorath Prant,	Junagad	do.
Red Wheat	Belgaum,	Paresgad	do.
Daud Khani	Ahmedabad,	Viramgaum	do.
Hard Red	Dharwar,	Dharwar	do.

By this time, however, more detailed information had become available of the results of the previous experiment. It was found that the poor returns were not only due to the unsoundness of the seed, but that the change of soil and climate had an undoubted influence on the quality of the produce, and that the indigenous varieties yielded a better

crop than selected samples imported from other places. Under these circumstances the Director of Agriculture decided to discontinue the general distribution of selected wheat for seed, confining it to Belgaum and Bijapur, where the crop of the previous year had been so poor that the ryots found great difficulty in obtaining good seed, and to Surat, where alone had the previous experiments given a really favorable return. Your Committee, while agreeing in the main with the conclusions arrived at by the Director of Agriculture, considered that valuable information had been gained from the experiments, and in addressing Government advocated a further trial, giving special attention to the suitability of the seed to the localities selected. In the meantime this present season will afford further information, especially from the experimental farms, and with the excellent collection of samples selected by the Chamber to guide him, the Director of Agriculture will be in a position to turn the results of the experiments to good account.—(*Appendix* E.)

WHEAT CULTIVATION IN NATIVE STATES.

H. H. The Maharaj Rana Bahadur of Jhallawar, Rajputana, forwarded to the Chamber 16 samples of wheat produced in his territory, enquiring at the same time respecting the possibility of finding a sale for it in the Bombay market. The samples were all examined and reported upon by the Special Committee and in addition to this report your Committee furnished him with detailed information as to railway freight and other charges.

Lieut.-Colonel Nutt, Assistant Political Agent, Jhallawar Prant, has taken special pains to represent to the authorities of the Native States with which he is connected, the advantages to be derived from the cultivation of the best descriptions of wheat, and your Committee have pro-

cured special parcels of wheat for seed for the following States :—

The Dhrangadra State.
The Chuda State.
Patadi Taluka, Jhallawar Prant.
Muli Taluka, Jhallawar Prant.

The result of these trials will be very interesting.

WHEAT THRESHING AND CLEANING.

The chief objection to Indian Wheat in the European markets has always been its want of cleanliness, and the admixture of foreign grains which it invariably contains to a greater or less extent. Competent authorities have given it as their opinion that if the Indian product could be brought to market in the same condition in the matter of cleanliness as English wheat it would be worth on the average 5 to 7 per cent. more all round. It is not only the loss in weight which has to be taken into account, but to remove the objectionable features, special washing and cleaning processes have to be adopted in milling, entailing considerable additional expense, and even then a large admixture of Indian wheat can generally be detected in the flour. Moreover the lower prices obtained from these causes do not represent the entire loss on the crop owing to dirt and admixture. The cost at the shipping port is materially increased by the fact that railway freight is paid on the impurities. It is indeed by no means an outside estimate to say that cost of transport to the seaboard in a large export season like the present is actually incurred on 30,000 tons of useless dirt and foreign matter. It is manifest, therefore, that if this could be obviated one of the greatest impediments to an increased export trade in Indian wheat would at once be removed; and by greater care in

preparation it could easily be done. An important step in this direction would be gained if the rayats could be induced to adopt the use of modern threshing machinery instead of having the wheat trodden out by bullocks or buffaloes as at present, and the Director of Agriculture showed by practical test this season in the Nasik districts how easily and advantageously it would be practicable. He obtained the use of a Steam Thresher made by Messrs. Marshall, Sons and Co., of Gainsborough, by arrangements with their Calcutta Agents, and he demonstrated that the process could be effected at about one-third of the cost, and an enormous saving in time as compared with the present antiquated method; while the samples of wheat threshed, which were submitted to the Chamber, were cleaner and freer from damaged grains and impurities than anything previously obtained, except at the cost of hand picking. Mr. Ozanne sums up the advantages to be gained from the use of steam threshing machinery—and he is not overstating them—as follows :—

1. The cost of carriage is reduced, because dirt and other impurities are eliminated.
2. The wheat can be put into the market as new wheat almost as soon as reaping is completed. New wheat must fetch a higher price than wheat kept for a year in pits.
3. The loss which must result from pitting or otherwise preserving wheat is avoided.
4. The loss from wastage in transit and breaking of bulk is saved.
5. The ryots' cattle are freed for field work, which, under present conditions, is neglected, but which would repay the farmer many fold.
6. The profits of middlemen are reduced, and with

proper arrangements are capable of total elimination. This means profit to the grower, which now he does not dream of, and cheaper wheat in the foreign market, which can undersell the wheat from other countries, now gaining in the competition owing to the apathy and ignorance of India.

It is satisfactory to know that arrangements have been made for further trials of the Steam Thresher during the coming season. There seems no reason why European enterprise should not find a profitable outlet in this direction, bearing as it does the same relation to wheat that ginning and pressing does to Cotton.—(*Appendix* F.)

THE ADULTERATION OF COTTON.

The much debated question of the adulteration of Cotton was brought before your Committee again early in the year by a letter from the Bombay Government covering voluminous papers on the subject from the Collector of Khandeish, the Commissioner, C. D., and the Director of Agriculture. The two former strongly advocated a return to the Cotton Frauds Act, as, in conjunction with a refusal on the part of merchants to deal in the mixed product, the only means whereby the evil could be suppressed. The Director of Agriculture on the other hand suggested a local enquiry by Commission to determine the following :—

(1).—As to what kind of cotton should be grown in Khandeish.

(2).—As to how the Rayats can be induced to sow different varieties of cotton separately, full scope being given to them to sow whichever variety they may choose.

(3).—As to whether the Saw-gin is an essential con-

comitant of the long stapled Dharwadi cotton.

Mr. Ozanne further directed attention to the good which might ensue from the adoption of a system of large warehouses in the districts in connection with the ginning factories, where the different varieties could be received and treated separately with the result not only of avoiding admixture of the staple but making a certainty of the cultivators being able to obtain supplies of pure seed, in due course.

After remarking shortly the views entertained as to the means by which an improvement might ultimately be brought about, the letter from Government dealing with the discussion concluded by expressing "the earnest "desire of H. E. the Governor in Council that the "Chamber will vigorously co-operate with the executive in "finding the true remedy for the present unsatisfactory "state of the Cotton trade." Your Committee gave the matter their most earnest and careful consideration, as well by the light of former investigation as the additional information which these papers conveyed, but they failed to see any means by which they could take action. Any attempt at legislation, they felt convinced, would prove futile and inoperative, and in their opinion the true remedy must originate with the consumers and gradually work backwards.—(*Appendix* G.)

NEW AMERICAN COTTON SEED FOR THE SOUTHERN MAHRATTA COUNTRY.

The Director of Agriculture wrote to the Chamber in June last asking for information as to the cost of procuring fresh American cotton seed for distribution amongst the cultivators in the Southern Mahratta Country, who seem

universally of opinion that the Seed now procurable in the districts has degenerated in size, consistency, colour and produce, a conviction which Mr. Ozanne personally shares. At the request of your Committee Messrs. Ralli Brothers kindly obtained through their firm in New York all available information as to cost and transport, with other valuable suggestions as to the most suitable mode of packing and the description of seed likely to give the best results in India.

RESULTS OF EXPERIMENTS MADE WITH THE SEED OF NANKIN OR KHAKI COTTON.

The Government have for some time past been anxious to obtain supplies of khaki-coloured cotton cloth for the clothing of the troops, which would be a fast colour and not liable to wash into different shades, the objection attaching to all khaki dyes hitherto tried. To this end the Government of India have been endeavouring to promote the cultivation of Nankin cotton, which is self-coloured of the required shade, and are offering the comparatively high price of 4 annas per pound of clean cotton for it. The Director of Agriculture in the Bombay Presidency sent for the report of the Chamber in July last a small sample of this cotton produced in the Ahmednugger district. Your Committee, having carefully examined it, gave it as their opinion that the cotton had nothing but its special colour to recommend it, being short and irregular in staple and most unprofitable stuff to work. They further strongly advised that the cultivation of the description should be confined to the places where it is indigenous, as there would be great danger of its hybridising with the local varieties, to their detriment, if introduced largely into this Presidency. This opinion quite coincided with the Director's own views formed after careful experiments

made in cultivating the seed under various conditions, and he reported to Government accordingly. It is to be hoped that Government will see the desirability of refraining from giving any special encouragement to the cultivation of this particular variety. The general crop has enough against it as it is without importing this additional means of deterioration.

AMERICAN INVENTIONS FOR GATHERING COTTON AND SEPARATION OF FOREIGN SUBSTANCES FROM RICE AND OTHER GRAINS.

Reports on the "Mason Cotton Harvester," and "Vardell's Grain Separator" have been forwarded for the Chamber's information by Government, but your Committee did not see their way to utilising these papers beyond placing them at the disposal of members. It is not only that cultivators have not the capital at command to enable them to purchase machinery, but the low cost of labour in this country does away to a great extent with the advantages to be derived from the use of most agricultural machinery.

PRODUCTION AND CURING OF TOBACCO.

Experiments in the growth of Tobacco from foreign seed, as also in the preparation and curing of the leaf in a manner suitable for European requirements, continue to receive considerable attention, especially in the Guzerat districts, and your Committee have gladly given all the assistance in their power to those interested. At the request of Mr. Ozanne, the Committee have procured some small parcels of Virginia and Havannah seed of different qualities for Mr. Becherdas Veharidas of Neriad; and they have also arranged, through Messrs. Ralli Brothers, for the sale in Europe of five bales of Tobacco received from

Mr. Spry, the Collector of Kaira, the produce of Government experiments. Sample packets have further been sent for valuation and report to London, Marseilles, and Gibraltar, the most likely markets so far as at present known for the sale of Indian tobacco; in fact, the Chamber has extended all the facilities at its disposal to assist what may eventually develop into an important branch of export. The manufacture of the article for local consumption has made material progress within the past few years, and once the secret of preparation to suit home tastes has been acquired, the future of the industry will be assured.—(*Appendix* H.)

WEATHER AND CROP REPORTS.

Except with the few firms who have their own agents throughout the districts it has always been a difficult matter for merchants and others to obtain early and reliable information as to the weather and progress of the crops up-country. To meet this want your Committee organised a bi-weekly system of telegraphic reports from the following stations:—

Agra.	Wadwan.	Barsi.
Delhi.	Veeramgaum.	Bellary.
Cawnpore.	Bhownuggar.	Julgaum.
Nagpore.	Amraoti.	Hubli.
Dhulia.	Khamgaum.	Broach.

These reports, which were issued to all the members of the Chamber every Monday and Thursday morning from 23rd July until 5th November, gave the rainfall from the date of the previous message, the total rainfall of the season to date, the appearance of the weather and the condition of the crops. The information proved exceedingly useful, and arrangements may be made to organise the service on something like a permanent basis.

It is a matter for regret that the Crop reports and

forecasts issued by Government are not given to the public with greater accuracy and despatch. With the extensive sources of information which the Agricultural Department has at its disposal, it should be possible to orgainse a most perfect system of telegraphic returns. As at present worked, however, it is not overstating the case to say that merchants in Bombay have earlier and fuller advices respecting the crops in America than they have regarding this country through the Agricultural Departments of the Government of India. Estimates of acreage are issued when the plants have arrived at full maturity, and returns of condition given after the yield has been harvested and possibly a large proportion already in the hands of foreign consumers. Under existing conditions of trade when enormous quantities of our staple exports require to be sold in Europe before the plants have arrived at maturity, early crop information becomes a necessity, if business is to be transacted with any degree of safety. Recognising the importance of the subject your Committee represented it to the Secretary of the Government of India in the Department of Revenue and Agriculture on 9th November last, but they regret to say that Government in their acknowledgment just received, seem to see considerable difficulties in the way of meeting the Chamber's suggestions.

The delay in publishing and the mode of making up the trade returns of the Bombay Presidency, has also been the subject of correspondence between your Committee and the Commissioner of Customs. Formerly it was frequently the case that the monthly figures for Bombay were first available here through the returns of the Government of India, printed in Calcutta. Some improvement has been effected in this respect, the returns now being published locally about the same time they are forwarded to Calcutta,

but there is still much room for amendment in the way the figures are grouped and made up.—(*Appendix* I.)

INDIAN BANKRUPTCY BILL.

The importance to the mercantile community of obtaining a reform in the existing Bankruptcy law of India was so fully apparent to your Committee that they had determined early in the year upon memorialising H. E. the Viceroy on the subject. Having received information, however, that a bill was in preparation, they delayed taking any decided step until they saw what came of it, and they congratulate themselves on having so acted, as the advantage to a body of business men of having a definite measure to discuss in preference to setting forth the defects of the present law will be readily apparent. The draft Bill was received from Government in July last and was referred to a Special Committee consisting of the Chairman, Messrs. A. F. Beaufort, W. A. Baker, E. Miller, J. H. Slight, and Vizbucandas Atmaram. Mr. C. A. Winter, Solicitor, although not a member of the Chamber, also courteously agreed to join, and his professional knowledge of the subject would have been of the greatest assistance to the other members of the Committee, but unfortunately business necessitated his departure for Europe after the first two meetings had been held. In the main, the bill—which in many respects is drawn on identically the same lines as the English Bankruptcy Act of 1883—met with the approval of the Special Committee, and was so reported upon to Government on behalf of the Chamber. The leading principle of the proposed measure is official control over bankrupt estates, which experience has shown if properly worked to be one of the best features of the present Indian insolvency law; and the alterations and emendations, which the Committee have suggested, have throughout been more

as regards detail and practical working than principle. One important point in connection with insolvency amongst traders in Bombay seems to be inadequately met by the provisions of the bill—the facilities which fraudulent debtors have for escaping from the jurisdiction of the Court into native territory. The difficulties in the way of providing an efficient remedy for this are no doubt considerable, but until they can be overcome, legislation against fraudulent bankruptcy on this side of India must be more or less of a failure, and the Committee have accordingly solicited the earnest attention of Government to this point. The question of imprisonment for debt, the chief difference between the insolvency law of England and India is not brought forward for discussion by the terms of the bill except in a secondary way, and the Committee therefore have merely noted their views that the general opinion in mercantile circles is at present against such a change in the law of debtor and creditor as the abolition of imprisonment for debt.—(*Appendix* J.)

PRINCE'S DOCK EXTENSION.

In June last the Port Trustees forwarded to the Chamber copies of correspondence with the Government of India on the subject of the funds required to cover the cost of the dock extension now in progress, and the means which were to be adopted for raising same. The loan required is 94 lakhs, and the Trustees had asked either that they might be permitted to borrow the amount in London, or that Government would extend their guarantee to the loan if raised in India, as they had already consented to do on behalf of the Kidderpore Docks scheme for Calcutta. For reasons which seemed both insufficient and inapplicable, the Secretary of State for India saw fit to withhold his sanction to both proposals, requiring that the funds should be

raised on the security of the Trust only in India in rupees and your Committee accordingly addressed Government supporting the claims and contentions of the Port Trustees. The question is one on which the Chamber is fully entitled to be heard, as any unnecessary expenditure incurred in raising the requisite funds becomes practically an additional tax on the trade of the port, and the Committee therefore did not hesitate to enter an energetic protest against a policy which sought not only to cause an entirely needless financial loss, but to advocate a different measure of Governmental support to the ports of Bombay and Calcutta respectively. The arguments of the Chamber were ably supported by the local press at the time, but six months have elapsed bringing the Trustees so much nearer the end of their financial resources without a definite settlement being arrived at. On 29th July a resolution of the Bombay Government was received covering a letter from the Government of India acknowledging the receipt of the Chamber's communication and stating that "His Excellency the Governor General in Council has "not deemed it expedient to question the decision of his "Lordship, conveyed in his despatch of 19th February, re- "garding borrowing in the London market, but his Lordship "has been urged to approve the guarantee of this Govern- "ment to a loan to be raised in the local market, and has "been requested to communicate his decision by telegram." The response to this came in the shape of a telegram from the Secretary of State to the Goverment of India under date of 19th September as follows :—"Subject to arrange- "ments with Trustees. for rendering new dock fit for "reception of large ships and construction of dry dock "according to Admiralty letter of 30th March 1885 sent "with Public Works Despatch 19 of 30th April 1885, "guarantee of Government of India authorised for loan." A copy of this, as also of their reply thereto, having been

placed at the disposal of the Chamber by the Port Trustees, your Committee again addressed Government, pointing out that there were serious difficulties in the way of carrying out these conditions both of a financial and engineering character, the mere examination and consideration of which would cause a delay of some months while the necessities of the Trustees were emergent. Your Committee therefore urged upon Government the desirability of at once granting to the Trustees the borrowing powers previously solicited; stating that should it afterwards be found practicable on careful and detailed enquiry to comply with the wishes of the Secretary of State, to deepen the new dock and widen the entrances sufficient to admit, and construct a dry dock calculated to accommodate, the largest men-of-war, the Chamber would not hesitate to lend its influence to that end, provided the cost were fairly apportioned.

Nothing further has reached the Chamber officially on this subject, but it is reported in the newspapers that the Government of India has been authorised to advance the money required both for the Calcutta dock project and the Bombay dock extension on the same terms, *viz.*—at the price and rate which Government may be able to raise the necessary loan *plus* one per cent. interest for sinking fund. In the meantime the works at the new dock continue to be vigorously prosecuted, about 11 lakhs having been expended for work done during the year.—(*Appeddix* K.)

ASSESSMENT OF PORT TRUST PROPERTY FOR MUNICIPAL TAXATION.

The Municipality having raised a claim for an increased contribution from the Port Trust to the municipal rates, a discussion ensued between the Port Trustees and the

Municipal Commissioner as to the sum entitled to be levied on the Trust Property for that purpose under the Bombay Port Trust Act. By the mode of assessment claimed by the Municipal Commissioner he arrived at the sum of Rs. 2,08,574 as due for the year 1884-85, as compared with Rs. 1,00,000 the contribution accepted for the year 1883-84. The Port Trustees on the other hand computed their liability at Rs. 1,27,796. The papers having come before your Committee at the request of the Chamber's representatives on the Trust, they gave the matter their most careful consideration, and coming to the conclusion that the arguments advanced by the Trustees were entitled to the support of the Chamber they addressed Government to that effect. Government ultimately settled the amount of the contribution for the years 1884-85 and 1885-86 at Rs. 1,61,190, calculated as follows :—

	Net rateable value.	Consolidated rate at 8 per cent.
	Rs.	Rs.
Prince's Dock and wharves ...	15,80,251	1,26,420
Warehouses, &c.	2,00,000	16,000
Land temporarily let	1,99,566	15,965
Vacant land	7,76,843	20,715 (being one-third of the rate.)
Total Rs.	27,56,660	1,79,100

Assessment on ordinary principles	Rs. 1,79,100
Deduct 10 per cent.	„ 17,910
Balance Rs.	1,61,190

—(*Appendix* L.)

STEAM FLOATING CRANE FOR THE PRINCE'S DOCK.

In February last the representatives of most of the leading lines of steamships trading to this port requested

the support of the Chamber to a letter addressed by them to the Port Trustees asking that a Steam Floating Crane capable of lifting not less than 20 tons should be provided for the use of vessels discharging heavy weights in the dock. Being satisfied that the trade would derive substantial benefit from this addition to existing appliances, your Committee wrote in to the Port Trustees supporting the application.

PORT TRUST RULES IN CONNECTION WITH THE ISSUE OF WARRANTS FOR GOODS.

In December 1884 the Port Trustees submitted for the approval of the Chamber amended rules in connection with the issue of Warrants, Receipts, &c., for goods lodged in the Trustees' Warehouses. Your Committee having approved of them, they have since been passed and adopted, and copies will be found in the usual place.

PORT TRUST BUDGET ESTIMATES.

The Budget Estimates for the year 1885-86 passed at the meeting of the Port Trustees held on 24th February 1885 put the Revenue at.....Rs. 37,44,700

Expenditure at..... ,, 34,57,500

Leaving.....Rs. 2,87,200

of an estimated surplus. From this an allotment of one lakh is made to Sinking Fund, which can however be applied to the construction of new works. A further sum of Rs. 35,190 would be absorbed in the increased amount payable to the Municipality as settled by Government, and the balance, if any, would be added to the reserve to meet contingencies. The amount estimated to be spent on Dock Extension during the year was Rs. 25,45,500 and on

new works Rs. 2,24,300. Details of Revenue and Expenditure will be found in *Appendix* M.

ELECTION OF PORT TRUSTEES.

The two years' term of office of two of the Chamber's represensatives on the Port Trust—the Hon'ble F. Forbes Adam and Mr. James Thorburn—expired on 31st March. The usual election to fill the vacancies took place by ballot on 12th and 13th March, resulting in the re-election of the Hon'ble Mr. Forbes Adam and the return of Mr. John Y. Lang.

Messrs. W. M. Macaulay and F. D. Parker having resigned office as Trustees on proceeding to England, Messrs. J. L. Symons and L. R. W. Forest were elected on 28th and 29th May to fill their places.

Mr. John Y. Lang obtained five months' leave of absence from the meetings of the Trustees, dating from 25th August last, and in accordance with the Port Trust Act Mr. Charles Douglas was elected a trustee for the term of Mr. Lang's absence.

PROPOSAL TO OPEN THE POWDER WORKS BUNDER FOR THE SHIPMENT OF JUTE, WOOL, RAGS, &c., FOR FOREIGN PORTS.

In reply to an enquiry from the Acting Collector of Customs and Opium in May last, as to whether, in the opinion of the Chamber, there would be any objection to opening the Powder Works Bunder for the shipment of the articles abovementioned, your Committee intimated that they considered the existing facilities for the shipment of such articles quite ample. Owing to the distance of the place from other bunders a special measurer would have

had to be appointed, entailing a considerable monthly expenditure, although the amount of work for him would have been comparatively insignificant. Had there been the slightest necessity apparent for the additional accommodation your Committee would at once have supported the proposal.

MAINTENANCE OF A LIFE-BOAT AT ALIBAG.

Reference having been made to the Chamber by Government as to the advisability of maintaining a life-boat service at Alibag, your Committee, after having carefully considered the correspondence submitted by Government and the information on the subject placed at their disposal by Mr. W. F. Sinclair, C.S., Acting Collector of Kolaba, gave it as their opinion that it would be sufficient if one life-boat were kept, with a speeial crew attached during the monsoon. The Signal Station and Guns also to be kept in an efficient state. Under a resolution of Government, dated 24th September 1885, it was ultimately decided that one life-boat be kept in commission throughout the year the other being laid up in reserve to be manned on an emergency by a volunteer crew.—(*Appendix* **N.**)

LEGALISING BY THE OTTOMAN CONSUL OF CERTIFICATES OF DOCTORS IN MEDICAL CHARGE OF VESSELS BOUND TO TURKISH PORTS.

In August last Government submitted to the Chamber, and solicited its opinion with reference to, a lengthy correspondence between the Government of India, the Secretary of State for India and H. M.'s Ambassador at Constantinople, respecting a demand from the Turkish Government that the certificates granted to doctors proceeding in

medical charge of vessels bound to Turkish ports should be legalised by the Ottoman Consul. This regulation, it appears, had been promulgated owing to alleged fraudulent practices on the part of Captains of certain English steamers trafficking between Bombay and Bussorah, who had on several occasions passed off ship's officers as doctors, and by that means unfairly taken advantage of Rule 5 of the "Reglement applicable aux provenances de Choléra," which admits of counting the days of voyage as days of quarantine. Your Committee, while strongly expressing their disapproval of the alleged deception, and tendering any assistance they could render to prevent its recurrence, solicited Government on behalf of the Chamber to do all in their power to prevent the enforcement of the demand, which by the expense and delay entailed would be likely to cause much inconvenience to the shipping interest.

RULES UNDER THE INDIAN EXPLOSIVES ACT OF 1884.

These draft rules, with the Government Resolution thereon, having been submitted for the information and opinion of the Chamber, your Committee, after consulting the firms chiefly interested in the trade, intimated to Government that they had no suggestions to offer.—(*Appendix* O.)

BILL TO AMEND THE INDIAN REGISTRATION ACT OF 1877.

A Special Committee, consisting of the Chairman, Mr. J. H. Slight, and Mr. G. Cotton, having considered the Bill, reported that the provisions met with their entire approval. Your Committee replied to Government accordingly, and a

copy of the Bill with the report thereon will be found in *Appendix* P.

BILL TO AMEND THE PETROLEUM ACT OF 1881.

This Bill, which is chiefly designed to relax somewhat the regulations regarding the importation of petroleum other than dangerous, as also for deciding in a more satisfactory manner what shall be deemed dangerous petroleum under the Act, having been received from Government for report and criticism in the usual course, was submitted to a Special Committee composed of Messrs. M. R. Wyer, J. Fachiri, and R. S. Campbell. Their report—which approves of the main principles of the Bill, suggesting at the same time some changes in the details of working it—having been comfirmed by your Committee was forwarded to Government and will be found at length in *Appendix* Q.

ADDITIONAL ACCOMMODATION FOR THE STORAGE OF KEROSINE OIL.

The rapid development in the imports of this article of late having increased the stocks beyond the storage capacity of the buildings which conform to the requirements laid down in the rules under the Petroleum Act, the Trustees of the Port in September last addressed Government asking that the rules might be relaxed slightly as to the construction of godowns, and also that the limits within which kerosine might be stored under certain conditions with the sanction of the Municipal Commissioner, should be enlarged. Your Committee agreeing as to the necessities of the case and in the suitability of the proposals of the Port Trustees, supported the application. And again in December last on the receipt of representations from some of the

leading dealers on the same subject urged upon Government the desirability of giving the matter prompt attention.*—(*Appendix* R.)

A FAIR DAY'S DISCHARGE FOR AMERICAN PETROLEUM VESSELS.

Several complaints having been made as to the insufficiency of the rate of discharge for vessels bringing cargoes of petroleum—fixed by the Chamber on 30th July 1883 at 2,000 cases per diem—your Committee, after careful consideration and enquiry, came to the conclusion that the rate was unnecessarily small. They accordingly decided that from 1st April 1885 the customary average rate of discharge for cargoes of Petroleum or Kerosine Oil in cases should be : —

2,500 cases per diem for sailing ships.
4,000 do. do. steamers.

THE UNEQUAL ASSESSMENT OF IMPORT DUTY ON SPIRITS, AND ALTERATIONS IN THE ABKARI ACT.

Some of the firms engaged in the import trade in Wines and Spirits having called the attention of your Committee to the unequal incidence of the import duty on spirits as levied under the Indian Tariff Act of 1882, a representation was made to the Government of India on the subject and the collection of the duty on the system prevailing in England advocated. There the custom is, to fix the duty on London proof, making a proportionate addition or reduction as the spirits may test over or under that standard by Sykes' Hydrometer; while under the Indian Act the duty of Rs. 4 per imperial gallon is increased in proportion as the strength exceeds London proof, but no allowance is made for any decrease from that standard.

* NOTE.—Since this report was in print, Government have passed a resolution which, to a great extent, meets the demands of the trade.

This, it is alleged, tells unfairly on bottled spirits imported from Europe which are generally shipped at about 15° under proof, and tends to favour the trade in inferior spirits of high proof strength.

Your Committee also addressed the Bombay Government respecting certain notifications under the Abkari Act which, it was stated, acted unfairly on the importers and holders of high class Spirits and Liqueurs. A letter from Government explaining the objects of the alterations animadverted upon was circulated to the firms on whose statements the correspondence was originated, and they were advised to submit their grievances to the Abkari Commission, the formation of which was at that time announced.—(*Appendix* S.)

STOCK NOTES.

In the Appendix will be found a resolution by the Government of India on the subject of Stock Notes which concedes the leading suggestions made by the Chamber when reference was made to it in 1883 as to the best means to be adopted for bringing these securities into greater public favor. The changes in the rules shortly are :—

(*a*) To permit the payment of interest on Stock Notes if presented at a presidency town ;

(*b*) to facilitate the issue of a duplicate note in lieu of one proved to have been lost or destroyed ;

(*c*) to allow the transfer of notes from one circle to another without payment of any fee.

The views which the Chamber previously expressed, however, as to the unsuitability of Stock Notes as a popular form of investment, have since been fully borne out by experience.—(*Appendix* T.)

PRICES OF GOLD.

The Director General of Statistics having kindly furnished the Chamber with statements showing the price of Gold in Calcutta from 1856 to 1885, and the value of the Sovereign in rupees from 1870 to 1885, the Committee, thinking that in the existing position of exchange the information might prove interesting, had copies printed off and circulated to members. For the sake of reference they are embodied in *Appendix* U.

MOVEMENTS OF BULLION.

An attempt was made by the Chamber in 1884 to obtain some information as to the amount of Gold and Silver annually absorbed for coinage purposes by Native States. To the enquiries then made replies have since been received from Government, which will be found in the Appendix. It will be perceived, however, that they throw little light on the ultimate point sought to be elucidated, *viz*—what becomes of the large quantity of Gold and Silver annually imported which does not pass through the Mint.—(*Appendix* V.)

INCREASED RATE OF COINAGE AT THE BOMBAY MINT.

In the beginning of May last the somewhat sudden restriction of the sales of telegraphic transfers by the Secretary of State caused a rapid and unexpected rise in the value of money, which gave signs, if not immediately alleviated, of materially affecting the volume of our export trade for the time being. On the representations of some of the members of the Chamber your Committee addressed Government, suggesting that as there were large supplies of silver available and on the way, the Mint authorities

might, with advantage to the general trade of the port, be instructed to materially increase the rate of coinage. The production was increased from about 15 lakhs to about 22 lakhs per week, and there can be no doubt that the large amount of rupees thus set at liberty considerably assisted to alleviate the temporary pressure.—(*Appendix* W.)

THE TONNAGE SCALE.

At a general meeting of the members of the Chamber held on 8th July 1885 the following additions and alterations in the Tonnage Scale were duly sanctioned :—

ADDITIONS.

Barley in bags	.. ...	...	15 cwts.	per steamer ton.	
Weed Seed in bags...	...	...	10	„	„ „
Maize in bags	... ...	...	16	„	„ „
Dhall crushed Lang crushed	... ... } in bags	...	17	„	„ „

ALTERATION.

Gram in bags—from 15 cwts. to 17 cwts. per steamer ton.

SHIPMENT OF WHEAT AND SEEDS IN DOUBLE BAGS.

A reference was made to the Chamber in March last as to whether the Captain or Agent of a steamer would be justified in objecting to Wheat or Seeds being shipped in double bags under the usual tonnage scale. At first sight the Committee were disposed to think that in the absence of any special arrangement the ship could object, and ruled accordingly. Further enquiries, however, showed that the extent of shipments in double bags, especially in former years, had established the custom of taking double and single bags at the same measurement and the previous ruling was therefore cancelled.

STAMP DUTY ON CHARTER PARTIES.

In August last, your Committee received information that the Government of India had in contemplation the amendment of certain portions of the Stamp Act of 1879. They accordingly addressed Government enquiring whether such was the case, and were informed in reply, that while there was no question of a general revision of the Act, proposals were before the Government of India which might lead to legislation for the purpose of amending the provisions in respect of the duties payable on Fire Insurance Policies. This information was placed at the disposal of the Bombay Association of Fire Insurance Agents; and at the same time, deeming the opportunity favorable for renewing the representations made by the Chamber in 1882 on the subject of the stamps levied on Charter Parties, your Committee waited on Government with copies of the previous correspondence, with a request that the matter might be dealt with at the time of revising the duties on Fire Insurance Polices.

As the matter at present stands, the legal advisers of the Bombay Government require that a Charter Party shall bear a stamp of the value of Rs. 5, while in Calcutta and Madras under the same Act Re. 1 is held to be sufficient.*—(*Appendix* X.)

BOMBAY HARBOUR DEFENCES.

The comparatively defenceless condition of the City against an attack by sea which has always been a matter of concern to the mercantile community, acquired special prominence during the political complications in the spring of the year, and your Committee accordingly deemed it a fitting opportunity to bring the matter to the notice of

* NOTE.—By an intimation published in the *Bombay Government Gazette* of 4th February 1886, the Government of India have definitely announced that the stamp on Charter Parties shall be one rupee, thus meeting the request of the Chamber.

Government. It is satisfactory to know that a scheme of defence, on something like an adequate scale, has been sanctioned by the authorities, the works in connection with which are now being prosecuted.—(*Appendix* Y.)

DEEPENING OF ADEN HARBOUR.

In March last your Committee took the liberty of referring Government to the previous correspondence on this subject, asking if any decision had been arrived at. A prompt reply was received saying that the matter was still under consideration; and two months later correspondents in Aden furnished the Chamber with a copy of a communication from the India Office, addressed to the signatories to a memorial urging the question on the attention of the Secretary of State for India. This was to the effect that the Government of India had been requested to consider the steps necessary for establishing a Harbour Trust, and that should any delay arise in so doing, the authorities might be instructed to proceed as early as practicable with such dredging operations as may appear to be requisite.—(*Appendix* Z.)

REDUCTION OF HARBOUR DUES AT MAURITIUS.

By the courtesy of Captain Caborne (R.N.R.) of the s.s. "Adowa," the Chamber has obtained a copy of an Ordinance issued by the Governor of Mauritius under date of 10th February 1885, which enacts a material reduction on the Harbour Dues levied on shipping at Port Louis. The notification was circulated to members likely to be interested, and a copy for reference has been included in *Appendix* AA.

PROPOSED LOAD-LINE FOR STEAMERS LEAVING BOMBAY DURING THE MONSOON MONTHS.

In September last the Government of Bombay solicited the opinion of the Chamber on a proposal to adopt a princi-

ple for fixing a load-line on steamers leaving this port during the monsoon months, say between 20th May and 20th September. A list of vessels was appended to which free-boards had been assigned as agreed upon between the Board of Trade and the owners in England, and it was suggested by the Port Officer that the height of free-board assigned here should be the same as allowed for vessels leaving England in ordinary winter time. Before expressing any definite opinion, your Committee considered it advisable to ascertain the views of the members of the Chamber more immediately interested, and they in turn preferred to consult their principals at home before giving their opinions. So far only a few replies have been received, but they evidence an indisposition to agree to any action on this side until the question has been more definitely settled in England.—(*Appendix* BB.)

QUARANTINE.

The shipping interests connected with Bombay at various times during the past year have again had to suffer from the absurd and useless restrictions imposed upon steamships by the Turkish Government and the Egyptian Sanitary Board, in the name of Quarantine. Your Committee have allowed no fitting opportunity to pass without entering their protest against the unjustifiable and vexatious actions of these authorities; but they cannot flatter themselves they have created much impression thereby, although Government both here and at home have always shown every disposition to back up the Chamber's representations. In the last letter which your Committee wrote to Government on the subject in May last, they pointed out that at the time of the then imposition of Quarantine at Suez the deaths from cholera in Bombay during the week

ending 28th April had been only 20, and during the following week but 12. This rate of mortality could by no possibility justify quarantine on vessels arriving at Suez after voyages ranging from ten to twenty days; yet in the eight months preceding, quarantine had been enforced three times on equally slender grounds. Since 12th November last there has happily been no quarantine in Egypt against Indian ports, and it is much to be hoped that our trade may continue to enjoy this immunity from interference for some considerable time to come; but the Conference at Rome in June last disclosed a state of feeling on the question in the South of Europe and the Levant, which leaves little doubt that the faintest pretext will be availed of to revive the obnoxious regulations.

On 4th May the Consul for Belgium informed the Chamber that the following Cholera Quarantine Regulations with reference to the importation from India into Belgium of Rags, Cotton Droppings, and Cotton Fly would be enforced:—

I.—Each shipment of rags must be accompanied by a certificate from the local authorities proving that the Goods are not derived from infected localities. Shipments not accompanied by such a document are refused admission unless a certificate duly legalized by local authorities be produced, proving that the rags in question have been disinfected prior to shipment. The disinfection of rags not accompanied by either certificate above referred to must take place in a locality possessed of a bonded warehouse at the expense of the concerned and under the surveillance of the police and the Custom House.

II.—Droppings and Fly derived directly from the mills

shall be admitted, provided that such origin be proved by a written declaration from the owner or agent of the respective mill, such declaration to be duly certified to as exact and to be legalized by the Belgium Consul in Bombay. In default of such a certificate, Droppings and Fly are subject to application of Article I.

BILL TO AMEND THE LAW RELATING TO THE CARRIAGE OF PASSENGERS BY SEA.

This Bill was sent to the Chamber by Government for criticism in January last, and was submitted to a Special Committee consisting of the Hon'ble F. Forbes Adam, Messrs. F. D. Parker, M. Turner, and J. L. Symons, who reported that in their opinion the Bill called for no special notice, with the one exception of the last paragraph of Section 6, Clause 2. As regards that, they recommended that the wording should be so altered, that in no case where expenses have been incurred in the maintenance or forwarding of passengers rescued in a destitute condition shall any larger sum be recoverable from the owner, charterer, or master of the passenger ship, than the total amount of passage money received or due, instead of twice that amount as suggested in the draft Bill. A report in accordance with this was sent in to Government, a copy of which will be found in *Appendix* CC.

PROPOSED CONGRESS OF THE CHAMBERS OF COMMERCE OF THE EMPIRE TO BE HELD IN LONDON IN 1886.

Under the auspices of the London Chamber of Commerce it is proposed to hold in London in July 1886 in conjunction with the Indian and Colonial Exhibition a con-

gress or conference of the whole of the Chambers of Commerce or Mercantile Associations of the British Empire. The topics suggested for discussion are Imperial Federation, Emigration, the desirability of the Colonies joining the International Postal Union, State Guarantee of War Risks, the Codification of Commercial Law, Bills of Lading Reform, advantages of the Metric System of Weights, Measures and Currency, Railway Development, means of Communication, the opening up of New Markets for Goods, and any other matters likely to be of interest to the Mercantile Community of the Empire. As your Committee see in this the possibility of giving prominence to various questions of grave importance to the trading classes of this country, they have notified their acceptance of the invitation to be represented, and they are glad to say Mr. J. K. Bythell, of Messrs. Gaddum Bythell & Co., has courteously consented to act as the Chamber's representative. At his hands your Committee feel assured the views of the Chamber will find an able exponent.

The associations which have agreed to join the movement so far are :—The Boards of Trade of Montreal and Toronto, the Chamber of Manufactures of Adelaide, Chambers of Commerce of Sydney, Wellington, Dunedin, Napier, Bombay, Madras, Ceylon, Port Elizabeth, Rangoon, Singapur, Barbadoes, and the British Chamber of Commerce at Paris.

PROGRESS OF AFFAIRS IN BURMAH.

From the Rangoon and Bengal Chambers of Commerce, and from Mr. A. R. Colquhoun, copies of various memorials and deliverances on the position of affairs and development of commerce in Burmah, have from time to time reached the Chamber. Beyond thanking the senders, however, your Committee have not considered it necessary to deal

further with these communications, copies of which as a rule have appeared in the newspapers.

TELEGRAPH CONVENTION.

The members will be gratified to learn that the energetic representations of the Chamber to Government in November 1884, as to the mercantile interests requiring protection at the Berlin Convention, have met with entire success. A letter from the Under Secretary to the Government of India in the Public Works Department, dated 16th December 1885, intimates that "the results of the Conference "have been to secure a reduction in the rates between "India and Europe, and that no regulations have been "carried which would entail alterations in existing Codes."—(*Appendix* DD.)

REUTER'S COMMERCIAL TELEGRAMS.

On representations from members of the Chamber, your Committee have on several occasions addressed the Bombay Agent of Reuter's Telegram Company, with reference to various deficiencies and irregularities in connection with the Company's commercial service. As a rule the Chamber's suggestions have been courteously received and adopted; and in the case of the most serious complaint of all, that during a period of recent political excitement native speculators were in the habit of wrongfully obtaining information from the messages in advance of the regular subscribers, the mode in which the news leaked out was discovered and measures of prevention

adopted for the future. The Agent, however, after reference to his head office, has declined to accede to a suggestion of the Committee for the supply of fuller and more reliable information as to the arrival and departure of steamers from and to Bombay and home ports. At present the movements of vessels only are telegraphed where the owners or agents specially pay the expense.

THE ADOPTION OF UNIFORM WEIGHTS AND MEASURES IN THE CENTRAL PROVINCES.

In response to a reference from the Director of Agriculture in the Central Provinces as to the desirability of endeavouring to introduce uniformity in the weights and measures of these provinces, and asking the Chamber's opinion whether a standard measure of capacity, or the principle of weight would be preferable for Grain and Seeds, your Committee strongly recommended the movement and unhesitatingly gave their views in favour of weighment. The standard of weight the Committee considered most suitable was the maund, consisting of 40 seers of 80 tolas each, which has since been adopted. This step should materially simplify transactions in produce in the Central Provinces and tend to encourage direct trade with the districts.—(*Appendix* EE.)

SURVEYS ON PIECE GOODS.

The new rules for Piece-Goods Surveys as adopted at a Special General Meeting of the members of the Chamber on the 6th November 1884 appear to have worked well,

so far as the Committee have been able to judge. On five occasions only during the year have your Committee been called upon to appoint final arbitrators, and the decisions given appear to have afforded satisfaction.

TAXES LEVIED BY MAHAJANS ON GOODS BOUGHT AND SOLD IN WADHWAN.

Lieutenant-Colonel Nutt, Assistant Political Agent, Jhalavad Prant, submitted to the Chamber in July last copies of correspondence which had passed between him and the Naggur Sett—head of the Mahajan community—respecting certain fees levied on goods bought and sold in the civil station of Wadhwan. The contributions were alleged by the Naggur Sett to be of a voluntary character towards a charity fund for the protection and maintenance of maimed cattle, &c., but Colonel Nutt was of opinion that they were in reality an arbitrary tax, failing the payment of which traders were unable to do business. Careful enquiries instituted by your Committee pointed most unmistakably to the same conclusion, and they accordingly wrote to Colonel Nutt to that effect, commending prompt interference to check the impost, and tendering any assistance the Chamber could render in the matter. No further communication has reached your Committee, but the matter should not be allowed to drop, as Wadhwan is yearly growing in importance as a Cotton-buying centre, and impositions of this kind are a serious hindrance to legitimate trade.—(*Appendix* FF.)

AGRICULTURAL EXPERIMENTS AND REPORTS.

The Chamber is indebted to Government for the following papers which the Committee have circulated to mem-

bers likely to be interested, and also placed at the disposal of the press:—

On Spider Silk, by Mr. Thomas Wardle.

On the manufacture of Arrowroot in the Rathageri district, by Mr. E. C. Ozanne, C.S., Director of Agriculture, with report by Surgeon-Major I. B. Lyon, Chemical Analyser to Government.

On Sugar-cane Crushing Machines, by the Director of Agriculture, Bombay Presidency.

On the Employment of Linseed Oil in the Manufacture of Floor Cloth, by the Managing Director of the North British Floor Cloth Co., Ld.

The last-mentioned paper has reference to an industry which might find profitable development on this side of India. Several Oil Mills have lately started or been projected by local companies; and Linseed Oil combined with cheap cotton cloth, which could be easily manufactured by the local mills, form the chief constituents of Linoleum, Lincrusta and similar articles for which there is practically an unlimited demand in Europe and a considerable outlet in the east.—(*Appendix* GG.)

PROPOSED PROVIDENT FUND FOR OFFICE AND OTHER EMPLOYES.

Through the medium of one of their members, your Committee had placed before them a suggestion that the Chamber should give its aid and countenance to the establishment of a provident fund for the benefit of the employés in mercantile and other offices in Bombay. The scheme had much to recommend it, but after due

consideration your Committee came to the conclusion that however much they might individually be disposed to assist the movement, it scarcely came within the scope of the Chamber. The idea is one, however, which might well repay development on the lines of the benefit and friendly societies so numerous and popular in England.

FOREIGN EXHIBITIONS.

Antwerp.—As mentioned in the last annual report your Committee prepared samples of the leading articles of export produce for display at the Antwerp Exhibition and the exhibit has earned a gold medal for its excellence.

Hungarian National Exhibition of Buda-Pest.—Representative samples of Seeds, Wheat, Cotton, &c., were exhibited also at Buda-Pest where the Chamber again obtained the distinction of a grand medal.

Royal Indian and Colonial Exhibition, London, 1886.—Your Committee have undertaken to prepare the exhibits for all India of:—

Raw Cotton.	Wheat Flour.
Cotton Manufactures.	Mowra.
Wheat.	Myrabolams.

They have also furnished samples representing the Bombay qualities of the following:—

Linseed.	Castor Seed.
Rapeseed.	Til Seed.
Niger Seed.	Ground Nuts.
Poppy Seed.	

JOINT STOCK COMPANIES.

As a record of Joint Stock enterprise the following list of Companies registered in Bombay during 1885 under the Indian Companies Act VI. of 1882 may prove of interest:—

Jamshed Manufacturing Co., Limited.
Deccan Paper Mills Co., Limited.
Book Selling and General Agency Co., Limited.
Bombay Club Building Co., Limited.
Back Bay Baths Co., Limited.
M. M. Mody & Co., Limited.
Collett & Co., Limited.
Marcks & Co., Limited.
Bombay Electrical Co., Limited.
Ahmedabad Sugarcandy Manufacturing Co., Limited.
Phillips & Co., Limited.
Empire Fire Insurance Co., Limited.
Berar Manufacturing Co., Limited.
Duke of Connaught Printing Press Co., Limited.
Guzerat Agriculture Co., Limited.
Indian Paper Mills, Limited.
Dharwar Contractors Co., Limited.
Sind, Punjaub Landing and Shipping Co., Limited.
Chalisgaum Cotton Ginning Factory Co., Limited.
Sind Steam Lighterage Co., Limited.
Royal Flour Mills Co., Limited.
Indian Flour Mill and Manufacturing Co., Limited.
Bhownagar City Press and Manufacturing Co., Limited.
Prince of Wales Trading Co., Limited.

HOLIDAYS FOR 1886.

The Committee appointed by Government to report on the days to be declared legal holidays for the year 1886 met on 2nd December, the Chamber being represented by the Chairman. The days recommended by the Committee

were duly sanctioned by Government as holidays, and for the information of members a memorandum of them has been printed and circulated accompanied by a list of the

HOLIDAYS UNDER CHARTER PARTIES FOR 1886

which were settled by your Committee on 7th December in the customary way.

APPOINTMENT OF SECRETARY.

Your Committee appointed Mr. John Marshall Secretary of the Chamber and he assumed charge of the appointment on 15th January 1885.

QUOTATIONS OF EXCHANGE, DISCOUNT, GOVERNMENT SECURITIES AND FREIGHT, AND OF THE PRICES OF THE PRINCIPAL ARTICLES OF IMPORT AND EXPORT DURING THE YEAR 1885.

A list of the quotations during the year 1885, compiled from the quotations issued weekly by the Committee, and also statements showing the quantity and value of the principal articles of merchandise exported from and imported into Bombay and all India, will be found in *Appendix* HH.

RETURNS OF RAINFALL.

These returns showing the weekly rainfall at the stations on the lines have been regularly supplied to the Chamber by the G. I. P. R. and B. B. and C. I. R. Companies during the past season. The thanks of the Chamber are due to the Agents of the Railway Companies for so courteously complying with the wishes of the Chamber in this respect.

MISCELLANEOUS.

Numerous references have been made to your Committee during the period under review on points connected with the mercantile and shipping interests of the Port which were considered and disposed of in the usual manner.

The balance at the credit of the Chamber on the 31st December 1885 was Rs. 46,425-5-8 against Rs. 52,158-3-2 on the 30th November 1884, being a decrease in the thirteen months of Rs. 5,732-13-6. The decrease arises from the falling off in the receipts from Measurement Fees which show a net balance of only Rs. 5,097-2-0, as compared with Rs. 12,595-14-1 for the previous year. The amount of subscriptions remains practially the same, but the charges for printing have been diminished by Rs. 1,030-15-3, although the publications sold have increased by Rs. 2,500-5-4.

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending	No. of Bales Measured.	Receipts	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872	Not recorded	52,215	36,315	15,900	...
From 1st December 1872 to 30th November 1873	1,086,577	16,995	15,291	1,704	...
Year ending 30th November 1874	1,402.379	21,707	18,986	2,721	...
Do. 30th Nov. 1875	1,474,470	23,039	22,009	1,030	...
Do. 30th Nov. 1876	1,240,034	19,375	22.355	...	2,980
Do. 30th Nov. 1877	1,101,318	18.324	21,561	...	3,237
Do. 30th Nov. 1878	1,040,961	20,837	23 287	...	2,450
Do. 30th Nov. 1879	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881	1,313,592	25,177	24,029	1,147	...
Do. 30th Nov. 1882	1,892,796	33,225	24,757	8,468	...
Do. 30th Nov. 1883	1,852,047	33,792	25,605	8,186	...
Do. 30th Nov. 1884	1,814,986	33,404	22,604	10,800	...
Do. 31st Dec. 1885	1,402,845	29,482	24,385	5,097	...

STATEMENT showing the number of Miscellaneous Packages only, with Receipts therefrom measured during the last eight years.

Period.	Number of Package.	Receipts.		
		Rs.	a.	p.
1st Dec. 1877 to 30th Nov. 1878	89,327	2,791	7	6
1st ,, 1878 to ,, 1879	1,55,886	7,980	2	0
1st ,, 1879 to ,, 1880	1,65,182	10,317	10	0
1st ,, 1880 to ,, 1881	1,08,271	6,766	15	0
1st ,, 1881 to ,, 1882	1,00,106	6,256	10	0
1st ,, 1882 to ,, 1883	1,15,909	7,244	5	0
1st ,, 1883 to ,, 1884	1,17,665	7,354	1	0
1st ,, 1884 to 31st Dec. 1885	1,69,320	11,207	8	0

Your Committee have now only to tender their thanks to the members of the Chamber for their ready attention to all matters on which they have had occasion to consult them; and to express their acknowledgments to His Excellency the Governor-General of India in Council, and to His Excellency the Governor of Bombay in Council for the courtesy and attention with which their representations have on all occasions been received.

APPENDIX A.

BALANCE SHEET OF THE BOMBAY CHAMBER OF COMMERCE.—From 1st December 1884 to 31st December 1885.

Dr.

		Amount. Rs. A. P.	Rs. A. P.
To			
Rent	Rs. 3,380 0 0		
Less amount charged to Millowners' Association	,, 780 0 0	2,600 0 0	
Printing—			
Miscellaneous Papers	Rs. 506 12 0		
Annual Report	,, 1,556 7 4	2,063 3 4	
Advertisements		450 7 6	
Newspapers and Books		1,535 12 11	
Office Salaries, Postage and Receipt Stamps, Petty Charges, &c.		14,678 2 7	
Telegrams		255 10 0	
Stationery		146 6 3	
Statistical establishment for preparing Daily and Weekly Trade Returns, Manifests, & other Statistics & Stationery	Rs. 5,086 9 6		
Printing do.	,, 8,796 7 4	13,883 0 10	
Millowners' Association, Establishment, Wages for Clerks and Sepoys		1,066 0 0	
Auditor's fee for thirteen months ending 31st December 1885		208 0 0	
Telephone Company from 1st March 1885 to 28th February 1886		200 0 0	
Law Charges		24 0 0	
Special charges as under :—			
Cost of supplying copies of "The Statesman" Newspaper to various Associations in England	Rs. 1,480 14 0		
Funeral expenses of the late Mr. Gordon	,, 241 0 0	1,721 14 0	38,832 9 5

Cr.

	Amount. Rs. A. P.	Rs. A. P.
By balance on 30th November 1884, as shown in last year's account	53,272 12 3	
Less amounts written off	1,114 9 6	52,158 3 2
Subscriptions	9,975 0 0	
Publications	13,440 5 4	
Cotton Measurement Fee Account	5,097 2 0	
Interest on Fixed Deposits and on Government paper	3,018 6 7	
Miscellaneous receipts for copies of Tonnage Scale, &c.	248 14 0	
Millowners' Contribution to the Chamber's Statistical Department	1,300 0 0	
Balance of Arbitration fees in four cases	20 0 0	33,099 11 11

Funds of the Chamber as under:—									
Fixed Deposit Receipts bearing interest at 5 per cent. per annum :—									
Hongkong Bank	Rs.	10,000	0	0					
Chartered Mercantile Bank	„	14,000	0	0					
Chartered Bank.....	„	14,900	0	0					
Balance of a fixed deposit receipt in the Oriental Bank (in liquidation) for Rs. 13,000 ..	„	4,875	0	0					
Cost of 4 per cent. Government paper for Rs. 5,000	„	4,692	12	0					
Bank of Bombay Current Deposit account..	„	2,249	13	6					
Cash in hand	„	125	0	0					
Bills for subscription & publications for December not recovered..	„	1,814	14	0					
Millowners' Association for December	„	160	0	0					
					61,017	7	6		
Less amount of salaries for December and bills for November and December not yet paid...					5,492	1	10		
								46,425	5 8
Total Rs.....					....			85,257	15 1
Total Rupees....					.....			85,257	15 1

Examined and found correct,

N. S. SYMONS

Auditor.

Bombay, 11th January, 1886.

APPENDIX B.

RAILWAY EXTENSION IN INDIA.

No. 165 OF 1885.

PUBLIC WORKS DEPARTMENT (RAILWAY).

BOMBAY CASTLE, 23*rd January*, 1885.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 1842, dated 8th October 1884, I am directed to forward copy of letter from the Government of India, No. 1072, R C., dated 12th December 1884, regarding the project for a branch railway from Barsi Road Station to the town of Barsi.—I have, &c.,

M. C. BRACKENBURY, Captain, R. E.,
For Under-Secretary to Government.

Letter from the Secretary to the Government of India, Public Works Department, Railway Construction No. 1072 R. C., dated 12th December 1884, to the Secretary to Government of Bombay, Financial Department.

I am directed to acknowledge the receipt of your letter No. 3770 of the 19th November 1884, stating that the Government of Bombay is not in a position to advance the Rs. 9,00,000 required for the construction of the proposed branch railway from Barsi Road Station to the town of Barsi, and in reply to say that as the proposed branch will only serve local interests, and as the Government of Bombay is at present unable to find the necessary capital, the project must remain in abeyance until either other conditions arise or private capital is found.

BOMBAY CHAMBER OF COMMERCE, 31*st January*, 1885.

The SECRETARY to GOVERNMENT, Public Works Department (Railway) Bombay.

SIR,—I have the honor to acknowledge receipt of your letter No. 165 of the 23rd instant, covering copy of a letter from the Government of India, dated 12th December 1884, stating that as the Government of Bombay is not in a position to advance the nine lakhs of rupees required for

the construction of the branch railway from Barsi Road to Barsi, the project must remain in abeyance until other conditions arise or private capital is found.

I am desired by the Committee of the Chamber, in reply, to express the deep concern with which they view this decision, which in effect means the practical abandonment of the project, as the "other conditions" alluded to are presumably such a favorable position of the finances of the Bombay Government as, however desirable, is little likely to arise in the immediate future; whilst a short line like the one proposed, although certain to prove of immense value, both in itself and as a feeder to the main system of the G. I. P., cannot under present economic conditions in India be reasonably expected to attract private capital.

It is unnecessary for the Committee at this stage to adduce fresh arguments as to the profitable character of the proposed undertaking. A careful estimate framed by the G. I. P. authorities, so far back as 1881, showed probable net profits of five per cent per annum on the required capital, and this estimate has never been controverted. Indeed, the remunerative character of the project has been admitted throughout; and the position now arrived at therefore is that a line of railway which is eminently desirable from every point of view, and which it is conceded is likely to return 5 per cent per annum, must remain indefinitely in abeyance owing to an objection to borrowing the necessary capital.

That such a position should exist, raises serious apprehensions in the minds of the Committee as to the prospects of railway extension in this Presidency in the future, and the acquiescence of the Bombay Government in the conclusion arrived at in this matter by the Government of India, will, the Committee respectfully submit stand in strong contrast with the energy displayed by other local governments in aiding the development of branch lines.

The Committee would respectfully urge that it is incumbent upon the Bombay Government to ask that the question may be reconsidered, but in event of the ruling on its present lines being final, they would suggest that the original proposal of the G. I. P. Railway Company, made in February 1882, to construct the line as a part of their own undertaking, be again strenuously advocated. They

are aware that the Secretary of State then intimated that he was not disposed to enlarge the operations of the Company under any arrangements which would involve an extension of the guarantee of interest or the grant of pecuniary assistance to the Company. This decision, however, was anterior to the deliberations of the Select Committee of the House of Commons which had the result of placing the entire question of railways in India in an altered light, and, moreover, it appeared to contain, to a certain extent, a misapprehension of the exact questions involved. The comparatively small amount required for the construction of the line could scarcely be said to involve an extension of the guarantee of interest, as it could be easily raised by the Company as a portion of their ordinary debenture stock at 3½ per cent per annum; and for the same reason it cannot be considered to come under the head of a grant of pecuniary assistance to the Company.

The Committee of the Chamber desire me to add that in persistently pressing their views on Government regarding the Barsi Branch line, they do so in the conviction that it would be difficult to find conditions more favorable to the adoption of any railway scheme; and its abandonment would, in their opinion, be a decided retrograde step in connection with railway extension in this Presidency.—I have, &c.,

JOHN MARSHALL,
Secretary.

No. 305 OF 1885.

PUBLIC WORKS DEPARTMENT (RAILWAY).

BOMBAY CASTLE, *9th February*, 1885.

To the SECRETARY CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of your letter dated 31st January on the subject of the branch railway from Barsi road to Barsi.

2. As it appears that the Chamber has not been fully informed of the circumstances under which the construction of this branch has been deferred, I am to explain that when in the year 1882 Her Majesty's Secretary of State declined to allow the Great Indian Peninsula Railway Company to construct the branch as part of their undertaking, the Bombay Government offered to make over the existing road, and also to guarantee from Provincial Revenues the interest on the sum required to convert it into a railway, if the Government of

India would lend the money or allow it to be borrowed locally. The road was valued at 4 lakhs which is less than it actually cost, and the amount required to convert it into a railway on the standard gauge is estimated at 9 lakhs in addition. Two years ago the Government of India was disposed to entertain this offer favorably, provided a satisfactory arrangement for working the branch could be made with the Great Indian Peninsula Railway Company. But the discussions of the terms of this working agreement occupied a considerable time; and when it was settled, and the loan of 9 lakhs was again applied for, further correspondence took place terminating in letter from the Government of India No 1072 R. C, of the 12th December last, in which it was intimated that as the Bombay Government was only prepared to guarantee interest and was not in a position to supply the capital, the project must remain in abeyance.

3. The Governor in Council has already impressed upon the Government of India, as strongly as he could, the desirability of the construction of this branch; and he will now forward a copy of your letter with the request that if it is impossible for the Government of India to lend the 9 lakhs required, the Secretary of State may be moved to reconsider his decision and allow the G. I. P. Railway Company to carry out the work.—I have, &c.,

H. F. HANCOCK, Major-General, R. E.,
Joint Secretary to Government.

No. 717 OF 1885.

PUBLIC WORKS DEPARTMENT, RAILWAY,
BOMBAY CASTLE, 31*st March*, 1885.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR.—With reference to my letter No. 305 dated 9th February last, I am directed to forward for the information of the Chamber, the reply (No 319 R. C., dated 21st March 1885) of the Government of India to the proposals submitted by this Government in regard to the construction of the Barsi Branch Railway —I have, &c.,

J. BONUS, Colonel, R.E.,
Under-Secretary to Government.

No. 319 R.C.

Dated 21st March, 1885.

From the SECRETARY to the GOVERNMENT of INDIA, P. W. Dept.,
to the SECRETARY to the GOVERNMENT of BOMBAY, P W. D.

I am directed to acknowledge the receipt of your letter No. 306 dated 9th February 1885, submitting copy of correspondence between the Government of Bombay and the Bombay Chamber of Commerce on the subject of the construction of a branch railway from Barsi road Station to Barsi, and suggesting that if it is at present impossible for the Government of India to advance the amount of capital required

for carrying out the work as a Productive Public Work on Provincial responsibility, the Secretary of State may be moved to allow the Great Indian Peninsula Railway Company to construct it as a part of their undertaking raising the necessary capital required for its construction on debentures.

2. In reply, I am to say that the Government of India regrets that it is not at present in a position to recommend to the Secretary of State that a guarantee of interest on the capital required for this branch line should be given. If, however, the mercantile community of Bombay attach much importance to the project, as would appear to be the case, I am to suggest, as the total outlay required is small, that a local Company might be formed for its construction and the working of the branch might be arranged for by the Great Indian Peninsula Railway Company, on terms similar to those under which the Tarokeshwar Railway is worked by the East Indian Railway Company.

BOMBAY CHAMBER OF COMMERCE,

BOMBAY, *27th April*, 1885.

To the SECRETARY to GOVERNMENT, Public Works Department (Railway) Bombay.

SIR,—I have the honor to acknowledge receipt of your letter No. 717 of 31st ultimo, covering a communication from the Government of India, No. 319, R. C., of 21st March 1885, on the subject of the proposed branch Railway from Barsi road to Barsi; and I am directed, in reply, to express the regret with which the Committee of the Chamber learn that there is no prospect of the necessary funds for the construction of the line being either found by Government or sanctioned as part of the debenture stock of the G. I. P. Railway.

The suggestion of the Government of India that a local Company should be formed for the purpose, is, as I pointed out to you in my previous letter, equivalent to shelving the project indefinitely. The members of this Chamber are as much in favor of private enterprise being attracted to Railway extension as the Government of India; but, with numerous industries which would return 8 to 10 per cent to investors still in the earliest stages of development for want of capital, it is hopeless to expect money to be raised for railway construction on which 5 per cent is the inducement.

The proposed line, moreover, is not one which, under any circumstances, would be suitable for the operations of

a private Company. Its main purpose would be to serve as a feeder to the G. I. P. system, and even were it constructed and leased to that Company for working, the unavoidable expenses of a separate Company would constitute a serious tax on the earnings.

My Committee are still of opinion that the objections of the Government of India to recommend the Secretary of State to allow the capital to be raised by the G. I. P. Railway Company, are based to some extent on a misapprehension of the actual position. The borrowing of the necessary nine lakhs by means of debentures at 3½ per cent could scarcely be called extending the guarantee of 5 per cent; moreover, the fact is apparently loss sight of that the G. I. P. line has for years past by its earnings more than covered the guaranteed 5 per cent.

In conclusion, I am desired by the Committee of the Chamber to express the hope that if the Government of Bombay continue to find it impossible to grant the necessary money from Provincial funds, they will not abate their endeavours to induce the Government of India to reconsider their opinion, and that they will lose no opportunity of pressing the question of railway extension generally and specially with regard to the particular lines now being advocated by the Chamber.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 1289 OF 1885.

PUBLIC WORKS DEPARTMENT, RAILWAY.

BOMBAY CASTLE, 23*rd May*, 1885.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated 27th April on the subject of the Barsi Branch and to inform you that a copy will be forwarded to the Government of India.

2. H. E the Governor in Council concurs in the opinion of the Chamber as to the improbability of this project being taken up as a private enterprise. If it is to be carried out at all it must be either as a State line or as part of the G. I. P Railway Company's undertaking. But as the Chamber is aware expenditure on new works of public utility is at present practically suspended in view of military emergencies, and His Excellency feels sure that the objection of the Government of India to recommend the Secretary of State to allow

the necessary capital to be raised by the G. I. P. Railway Company is not based on any misapprehension of the actual position.

3. I am to add that His Excellency shares the regret expressed by the Chamber that there should be no prospect of this line being carried out at present.—I have, &c.,

H. F. HANCOCK, Major-General, R. E.,
Joint Secretary to Government.

APPENDIX C.

DRAFT INDIAN RAILWAY BILL.

No. 1036 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

NEW INDIAN RAILWAY BILL.

SIMLA, *5th November*, 1884.

Read—

Railway Despatch No. 164, dated the 3rd November 1884, to Her Majesty's Secretary of State for India, and enclosure.

OBSERVATIONS.—The necessity for consolidating and amending the law relating to Indian Railways has at various times been under the consideration of the Government of India, and the question came more especially into prominence in 1882, owing to the extension of railways by private enterprise, which then for the first time took place.

2. The existing law relates chiefly to the conditions of the working of open lines of railways as between the several Railway Administrations and the public. With a view, however, to facilitate the preliminary negotiations for, and the eventual completion and working of, railway undertakings promoted by private enterprise, and also to afford securities of various kinds which appear desirable in the interest of the general public, the Government of India desires to embody in a general Act for Indian Railways the various provisions defining those obligations of a Railway Company towards Government as well as towards the public, in constructing and working a line of railway, which general experience has proved to be desirable.

3. In this view a draft Bill has been prepared, which embodies—

(1) the existing Indian Railway Acts ;

(2) such of the provisions of the English Railway Acts or Bills as seem suitable to the circumstances of India ;

(3) those provisions of the existing contracts with guaranteed and other Indian Railway Companies which are of general application, and not special to the particular railway to which the contract relates.

4. The Government of India has further noticed, in connection with the large increase in the interchange of railway traffic which has of late years occurred, and which is likely to develop itself still

further with the growth of the Indian railway system, the necessity for facilitating a reference to arbitration when differences or disputes arise between two or more railway administrations. To meet this want, provision has been made detailing the proceedings to be followed in arbitration, and including a power to enforce a reference to arbitration in cases where the continuance of a dispute is likely to be prejudicial to the interests of the public.

RESOLUTION.—Resolved that the rough draft referred to in the above observations be circulated in its present preliminary shape, and prior to its consideration in detail by the Legislative Department of the Government of India, to the various Local Governments, Chambers of Commerce, and Railway Administrations in India; and that those authorities be invited to express, and communicate to the Government of India, their opinions on the various provisions in the Bill.

2. The Government of India hopes to derive, in its further consideration of the Bill, great assistance from the views and criticisms hereby invited, and requests that they may be submitted at the earliest possible date, in order that there may be no unnecessary delay in the introduction of a suitable draft of the Bill.

ORDER.—Ordered, that this Resolution, together with the draft Railway Bill, be communicated to the Governments, Administrations, Officers, and Chambers of Commerce named in the margin for information and guidance; and to the several Departments of the Government of India.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners, Central Provinces, Assam, and British Burma.
The Residents, Hyderabad and Mysore.
The Agents to the Governor General for Rajputana, Central India, and Baluchistan.
The Consulting Engineers to the Government of India for Guaranteed Railways.
The Director General of Railways.
The Accountant General, Public Works Department.
The Chambers of Commerce, Madras, Bombay, Calcutta, Karachi, and Rangoon.

Ordered also, that this Resolution and the draft Railway Bill be published in the *Gazette of India* for general information.

By order,
R. B. BUCKLEY, Under-Secretary.

To the CHAMBER of COMMERCE, Bombay.

BOMBAY CHAMBER OF COMMERCE, *20th February*, 1885.

To the UNDER-SECRETARY to the GOVERNMENT of INDIA,
Public Works Department, Railway Traffic, Calcutta.

SIR,—I am directed to acknowledge the receipt of the Resolution of the Government of India, No. 1036, R T., dated Simla, 5th November 1884, forwarding the draft of a new Indian Railway Bill, and inviting the Chamber of

Commerce to express, and communicate to the Government of India, its opinion on the various provisions in the Bill.

The Chamber, having referred the Bill to a Special Committee—consisting of the Honorable F. Forbes Adam, of the firm of Messrs. W and A. Graham & Co., Chairman of the Chamber; M. R Wyer, Esq., of the firm of Messrs. Wallace & Co., Deputy Chairman; Major W. S. S. Bisset, R. E., Agent, B. B. and C. I. Railway Company; G. A. Barnett, Esq., Agent, G. I. P. Railway Company; W. M. Macaulay, Esq., of the firm of Messrs. Ewart, Latham & Co., and W. Lang, Esq., of the firm of Messrs. Lang, Moir & Co.—has now the honor to submit its views.

As regards the Bill generally, the Chamber considers that no special necessity exists for its introduction at the present juncture, as the existing law seems to work well; but in any case the Chamber submits that it would be wrong in policy to burthen the Statute Book with numerous clauses which are either already, and always, accepted without question, or should be a matter of special contract as between Government and Railway Companies at the time of their formation and sanction.

To the latter class belong—

Sections 14 to 16, defining the way in which land is to be obtained and relinquished;

Sections 17 to 18, regarding prosecution of works, situation of stations, &c.;

Section 23, giving "powers to resume railways in case of default by Companies;"

Section 32, as to the "division of cost of police;"

Section 63, respecting "maintenance certificates;" and the whole of

Chapter XI., dealing with accounts, statistics, and audit.

Bearing in mind the anxiety expressed on all sides to encourage the development of private enterprise in the construction of Railways in India, it seems to the Chamber that it would be to the last degree inadvisable to enact anything which might tend to limit the freedom of contract between Government and Railway Companies, especially as the different surrounding circumstances will necessitate ever-varying conditions, impossible to provide for and foresee.

The relations which the various branches of the public

service—the Army, the Telegraph Department, and the Post Office—should retain in connection with the Railway authorities has engaged the special attention of the Chamber, and I am directed to point out that there appear to be serious objections to the basis laid down and proposed to be made law by the Act under discussion. In the case of lines constructed with private capital, it is necessary, no doubt, in the general interests of the country, that certain prior rights should be reserved for the departments mentioned, but both with private and State lines the gratuitous services claimed from the Railways must ultimately fall in at least a secondary way, upon the travelling and goods-forwarding public, instead of the general body of tax-payers. Taking them in the order in which they occur in the Bill, the *Telegraphs* are the first to be dealt with in Sections 24 to 29.

The power given to Government under—

Section 26, to construct, maintain, and work electric appliances upon any part of a railway, should, the Chamber thinks, be so far modified as to give the Railway authorities some voice in selecting where the telegraphs should be placed. But it is to—

Section 28 the Chamber would mainly object as embodying the objectionable principle already alluded to. The result of enforcing the free carriage of all maintenance stores would be to give the Telegraph Department a fictitious balance to the extent of the amount of freight saved; and as Railway Companies have to pay for the carriage of their own stores, the distinction seems additionally unfair. In—

Section 29, para. 2, also, where it is provided full compensation shall be paid to the owners and occupiers of lands for any loss, injury, &c., the Chamber, for a like reason, would suggest that such compensation should be at the expense of the Telegraph Department, the words "by the Telegraph Department" to be inserted after the word "paid," to give effect to this suggestion.

The conveyance of Mails, provided for in—

Sections 39 to 55, should be regulated, as far as possible, in the spirit of the above general remarks; and the Chamber would further suggest

that, to avoid the possibility of friction between the authorities, the powers conferred on the Director-General of the Post Office, especially in Sections 42 to 45, should be vested only in the Governor-General in Council. Such powers might be advantageously granted in England, where the railways are private property, and public opinion may be trusted to exercise a strong check on the acts of an official; but in India not only are the relative positions different, but a department of the State exists which transacts all business with the Companies.

For *the conveyence of Her Majesty's forces*, the Chamber admits certain privileges and rights of priority must be conceded; at the same time, in justice to the travelling public, such rights should only be exercised in cases of emergency, whilst shareholders are entitled to claim that they shall not be taxed for the benefit of the Imperial Revenues.

Section 56, Clause ii, rather opens the door to the latter contingency, as, for instance, in claiming for troops, the right of travelling at the lowest fare charged to the public by any passenger train on the particular railway travelled over, advantage may be taken of abnormally low local rates which had been fixed for the purpose of providing for an exceptionally large traffic. In—

Section 57.—In place of "at all times," the Chamber considers "in cases of emergency" would be the correct phrase.

Section 59.—In event of private individuals suffering loss by reason of Government taking over, for its own purposes, and monopolising a line or lines, the Chamber deems it only just that such private individual, on proving such loss, shall be entitled to fair compensation. In 1877, for instance, the G. I. P. Railway was for a long period of time practically closed to private traffic over a large portion of its system, owing to the special famine arrangements of Government, causing heavy and disastrous losses to several firms in Bombay.

Section 68.—In the opinion of the Chamber it would be sufficient if the abstract of the Act required

to be exhibited were to be limited to the causes affecting public safety and convenience.

Section 74.—The advisability of providing latrine accommodation in carriages below the 1st and 2nd class is very questionable. Practical experiments on both the G. I. P. and B. B. & C. I. lines show that, not only would the result be to render the carriages themselves and those of other classes adjoining offensive, but on the main lines, where large numbers of 3rd and 4th class passengers are continually passing to and fro, it would be impossible to prevent the accumulation of filth which in time would become an intolerable nuisance. Moreover, the trains by which the bulk of the 3rd and 4th class passengers travel make frequent stoppages, and it would be sufficient, therefore, to enforce due provision of latrine accommodation at stations.

Section 80.—To make "station terminals" cover all charges duly incurred, it appears to the Chamber that the words "loading and unloading" should be added after the word "cranes."

Section 82.—The intention of this section is not sufficiently clear. The Chamber scarcely thinks it can be intended that where two railways are worked by one administration, one uniform mileage charge is to be made irrespective of the different conditions under which the lines may have been constructed or are being worked. If so, it may be most unfair in application; as, for instance, where a long level line, maintained and worked at a minimum cost, may connect with a short ghaut line on a heavy incline, the maintenance and cost of haulage on which would necessarily be high.

Section 83 seems rather too general in its terms. The words "undue preference" might be so construed as to involve equal rates for all classes of traffic, and the Chamber, therefore, would suggest the modification of the section to obviate the possibility of this reading.

Section 90.—As the interests of the public are sufficiently protected by the last clause of this section,

the necessity of obtaining the sanction of the Governor-General in Council to working agreements between different railway administrations is not apparent. It must frequently be the case that agreements of a special or temporary character are desirable on public or economic grounds; and the Chamber is of opinion that the delay in obtaining sanction to these might prove disadvantageous.

Section 91 should be more definite as to the extent of clause (*d*), so that guaranteed capital could not be used for the construction of "feeder" roads.

Section 94.—The Chamber suggests that after the words "freight on goods" the sentence "or for loss or damage to goods" be interpolated, as otherwise there appears to be no provision for refunds under these heads.

Section 95.—There seems no necessity for rendering an increased charge on the carriage of valuables compulsory. Under the second schedule, for instance, where the articles required to be declared and insured are enumerated, in class (*l*) are silks in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials. This description would include such articles as silk-bordered dhoties, mixed silk and wool, or silk and cotton cloths, possibly of very low value which could not afford to pay specially high rates of carriage. Moreover, circumstances might arise under which it might be in the interest of a railway to develop traffic in articles enumerated in the second schedule at ordinary rates of carriage.

Section 106, Clause 2.—The Chamber considers that it would be sufficient to give the right of priority of conveyance to officers and troops over the general public only in cases of emergency, as already remarked in connection with the "conveyance of Her Majesty's forces" at Section 57.

Sections 112 to 131 are possibly more a matter for regulation than statute law, but due and full provision should be made in the interests of the

public for the prompt publi cation of an Inspector's report, as in England, of all railway accidents.

Section 131 gives an Inspector power to proceed by deputy, but under the second para. of clause 2, the deputy does not receive power to administer an oath, which would appear to be a defect in the rule.

Section 155.—The objection of the Chamber to Section 74, in the matter of latrine accommodation, would necessarily restrict the penalty to omission to provide in first and second class carriages.

Section 172 should run: Any person suffering from an infectious disease, *or accompanied by a child suffering from an infectious disease*; the latter being an offence quite as frequent in occurrence and equally dangerous to the public.

Section 180.—It would apparently be desirable to define what would be a "lawful excuse" for a male entering a carriage, compartment, room or place reserved for ladies.

Section 183.—Having regard to the serious character of the offences enumerated in this section, and the consequences which might arise from their commission, the Chamber is of opinion that the penalty should be enlarged to one hundred rupees.

Section 184 would, the Chamber suggests, be more properly divided into two, the offences mentioned in the first paragraph being made punishable by imprisonment; offences, the result of negligence, in the second paragraph, to be punished by a fine as at present.—I have, &c.,

JOHN MARSHALL, *Secretary.*

F. FORBES ADAM, *Chairman.*

APPENDIX D.

THE INDIAN TRAMWAYS BILL, 1885.

No. 4285 of 1885.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 12*th November*, 1885.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor-in-Council to forward herewith copy of a Bill to facilitate the construction and to regulate the working of Tramways with Statement of Objects and Reasons, and to request you will be so good as to favour Government with the opinion of the Bombay Chamber of Commerce on the provisions of the Bill before the 15th proximo.—I have, &c.,

J. MONTEATH,
Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

22*nd October*, 1885.

The introduction of this Bill has been rendered necessary by the projected construction of tramways in parts of India beyond the reach of a local legislature. In 1883 a special Act was passed by the Governor General in Council to authorise the making, and regulate the working, of Tramways in Rangoon. Since that year application has been made for special Acts for tramways in Lahore and Amritsar, and legislation would probably be found to be necessary to regulate the use of tramways in other large towns in which their construction has been approved by, or is under the consideration of, the local authorities.

2. The Bill has been drawn on the lines of the Tramways Act, 1870 (33 and 34 Vic., c. 78), and of the provisional orders and rules made by the Board of Trade under that statute. These orders and rules, and the fullest discussion on almost all points connected with the subject of Tramways, will be found in Mr. Sutton's "Tramway Acts of the United Kingdom."

3. The Bill extends in the first instance to the whole of British India except the territories comprised within the sphere of a local legislature, and is extendible to those territories by the Local Government.

4. "Orders" take the place of the "provisional orders" of the English statute, but differ from those orders in not being "provisional".

and not being confirmed by a subsequent Act of the Legislature. They also differ from provisional orders in that they must be consistent with the Act and cannot vary or except any part of it.

5. Sections 4 to 6 of the Bill prescribe the conditions on which, and the manner in which, an order may be made; and section 7 specifies the matters for which provision may be made in an order. A reference to the authorities cited against the several clauses of that section will show how those matters are now provided for in the United Kingdom. If an order is found on experience to be defective, it can be supplemented by a further order on the application of the person in whose favour the original order was made (section 8), or, in certain particulars, by rules (section 24).

6. When the order has been made, the tramway must be construct ed, maintained and worked in the manner provided by the order (sections 11 and 27). If the tramway is constructed by a local authority, it will ordinarily be worked by a lessee (section 23). If it is constructed by a private speculator, it may be worked by him or by a lessee to whom he has let the right of user and of demanding and taking the authorised tolls (section 7, sub-section (4)). If the owner of the tramway or his lessee so works the tramway that the public is deprived of the full benefit of it, the Local Government may grant a license to any person to use the tramway on the payment of tolls to the owner or the lessee (section 17). If the owner discontinues the working of the tramway (section 19) or through want of funds is unable to maintain the tramway or work it with advantage to the public (section 21), the Local Government may revoke his powers. When the powers of the owner are so revoked, the tramway may either be removed by the authority which has charge of the road on which the tramway is laid (section 20 and section 21, sub-section (2)), or it may be purchased by the local authority (section 22).

7. Section 22 provides for tramways which have been constructed by companies and private persons being purchased by local authorities on the expiration of the periods, and upon the terms, specified in the order, or, if the periods and terms were not specified in the order, then on the expiration of the periods, and upon the terms, prescribed in the English statute.

8. When a tramway is purchased by a local authority, it will ordinarily be worked by a lessee. There may, however, be cases in which the authority would be unable to let a tramway for an adequate consideration. It has been provided, therefore (section 23), that in those cases the Local Government may authorise the local authority itself to engage in the business of running carriages.

9. Differences between owners or lessees of tramways and the Local Government or local authorities are to be settled by a referee (section 35), who, if the Local Government is directly interested, is to be the District Judge. The decision of the referee will be final.

10. Sections 36 to 38 provide for the recovery by suit or summary process of moneys due to and from owners, lessees and licensees of tramways.

11. Sections 39 to 41 contain the savings usually found in enactments and agreements relating to the construction of Tramways, and section 44 enables the Local Government to exempt from local taxation

the animals, plant, rolling-stock and premises of owners and lessees of tramways constructed within the limits of municipalities.

12. Section 46 enables the Local Government, with the consent of the owner and the local authorities, to extend any part of the Act with or without modification, to a tramway or any part of a tramway constructed, or authorised to be constructed, before the passing of the Act.

C. P. ILBERT.
D. FITZPATRICK,
Secy. to the Government of India.

BILL No. 18 OF 1885.

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A Bill to facilitate the construction and to regulate the working of Tramways.

Whereas it is expedient to facilitate the construction and to regulate the working of tramways; It is hereby enacted as follows:—

Preliminary.

1. (1) This Act may be called the Indian Tramways Act, 1886; and

(2) It shall come into force at once.

2. (1) It extends in the first instance to the whole of British India except the territories administered by the Governor of Fort Saint

George in Council, the Governor of Bombay in Council, and the Lieutenant-Governor of Bengal.

(2) But the Governor of Fort Saint George in Council, the Governor of Bombay in Council or the Lieutenant-Governor of Bengal may, by notification in the official Gazette, extend this Act to the whole or any part of the territories under his administration.

3. In this Act, unless there is something repugnant in the subject or context,—

(1) "local authority" means a municipal committee, district board, body of port commissioners or other authority legally entitled to, or entrusted by the Government with, the control or management of a municipal or local fund :

(2) "road" means the way of a road, street, thoroughfare, passage or place along or across which a tramway authorised under this Act is, or is intended to be, laid, and includes the surface soil and sub-soil of a road, and the footway and drains of a road, and any bridge, culvert or causeway forming part of a road :

(3) "road-authority," in relation to a road, means—

(*a*) if a local authority maintains and repairs the road, then that authority :

(*b*) if a local authority does not maintain and repair the road, and the road is neither vested in Her Majesty nor maintained and repaired by the Government, then the person in whom the road is vested ; and

(*c*) if a local authority does not maintain and repair the road, and the road is vested in Her Majesty or maintained and repaired by the Government, then the Local Government :

(4) "circle", in relation to a local authority or road-authority, means the area within the control of that authority :

(5) "tramway" means a tramway, or any part of a tramway, or any siding, turnout, connection, line or track belonging to a tramway :

(6) "order" means an order authorising the construction of a tramway under this Act, and includes a further order substituted for, or amending, extending or varying, that order :

(7) "promoter" means a local authority or person in whose favour an order has been made, and includes a local authority or person on whom the rights and liabilities conferred and imposed on the promoter by this Act and the order and any rules made under the Act, as to the construction maintenance and use of the tramway, have devolved :

(8) "undertaking" includes all moveable and immoveable property of the promoter suitable to and used by him for the purposes of the tramway :

(9) "carriage," in the case of a tramway on which steam-power or any other mechanical power is used, includes an engine worked on the tramway for the purpose of producing that power :

(10) "toll" includes any charge leviable in respect of the use of a tramway :

(11) "lessee" means a person to whom a lease has been granted of

the right of user of a tramway and of demanding and taking the authorised tolls :

(12) " District Magistrate" includes an officer empowered by the Local Government by name or by virtue of his office to discharge within any local area all or any of the functions of a District Magistrate under this Act :

(13) " Collector " means the chief officer in charge of the revenue-administration of a district, and includes an officer empowered by the Local Government by name or by virtue of his office to discharge within any local area the functions of a Collector under this Act ; and

(14) " prescribed" means prescribed by rules made by the Local Government under this Act.

Orders authorising the Construction of Tramways.

4. (1) The Local Government may make an order authorising the construction of a tramway in a circle on the application of—

(*a*) the local authority of the circle, with, where that authority is not the road-authority of a road or part of a road to be traversed by the tramway, the consent of the road-authority in respect of that road or part ; or

(*b*) any person with the consent of the local authority and, where that authority is not the road-authority of a road or part of a road to be traversed by the tramway, of the road-authority in respect of that road or part :

Provided that, if any part of the proposed tramway is to traverse land which is not included within the limits of a municipality or of a cantonment, the Local Government shall not make the order without the previous sanction of the Governor-General in Council.

(2) A local authority shall not make an application for an order, or be deemed to consent to an application being made by any person for an order, unless the making of the application or the giving of the consent has been approved by the local authority in manner prescribed.

5. When it is proposed to lay a tramway in two or more circles, and a local authority or road-authority having control in either or any of the circles does not consent thereto, the Local Government may, nevertheless, make an order authorising the construction of the tramway in the circle, if, after considering the objections of the dissenting authority, and the benefit which the public is likely to derive from the tramway being laid in the circle of that authority, it is satisfied that the construction of the tramway therein is expedient.

6. (1) The Local Government on receiving an application shall consider it, and, if satisfied as to the propriety of proceeding thereon, publish in the official Gazette, and in such other manner as it deems sufficient for giving information to persons interested a draft of a proposed order authorising the construction of the tramway.

(2) A notice shall be published with the draft stating that any objection or suggestion which any person may desire to make with respect to the proposed order will, if submitted to the Local Government on or before a date to be specified in the notice, be received and considered.

(3) If, after considering any objections or suggestions which may

have been made with respect to the draft on or before the date so specified, the Local Government is of opinion that the application should be granted, with or without addition or modification, or subject or not to any restriction or condition, it may settle and make an order accordingly.

(4) Every order authorising the construction of a tramway shall be published in the official Gazette in English, and in the other prescribed language or languages, if any, and that publication shall be conclusive proof that the order has been made as required by this section.

7. (1) An order made under section 6 shall empower the promoter therein specified to construct and maintain the tramway therein described in the manner therein provided, and shall specify the time within which the tramway shall be commenced and the time within which it shall be completed and opened for public traffic.

(2) The order may also provide, in manner consistent with this Act, for all or any of the following, among other matters, that is to say :—

(*a*) a period before the expiration of which the tramway shall not be commenced, and the conditions subject to which the local authority, when it is not itself the promoter, may within that period, elect to be substituted in the place of the promoter in respect of the undertaking or of so much thereof as is within its circle; and the limits of time within which, and the terms upon which, the local authority may, after the tramway has been constructed, require the promoter to sell to it the undertaking or so much thereof as is within its circle;

(*b*) the acquisition by the promoter of land for the purposes of the tramway, and the disposal by him of land which has been acquired but is no longer required for those purposes;

(*c*) the conditions subject to which roads may be opened and broken up for the purposes of the construction or maintenance of the tramway or any part thereof, and the method of, and materials to be used in, the re-instating of the roads, and the approval of the method and materials by the Local Government or the road-authority before the commencement of the work.

(*d*) the conditions on which the tramway may be constructed over a bridge or across a railway or tramway when the carriage-way over the bridge is to form part of the tramway or when the tramway is to cross a railway or another tramway on the level;

(*e*) the space which shall ordinarily intervene between the outside of the carriage-way on either side of a road whereon the tramway is to be constructed and the nearest rail of the tramway, and the conditions on which a smaller space may be permitted;

(*f*) the gauge of the tramway; the rails to be used, and the mode in which, and the level at which, they shall be laid and maintained; and the adoption and application by the

promoter of such improvements in the rails, and in their situation, and in the sub-structure upon which they rest, as the Local Government may require;

(*g*) the portion of the road or roads traversed by the tramway to be kept in repair by the promoter, the maintenance by the promoter to the satisfaction of the Local Government or the road-authority, or both, of that portion of the road or roads, and the liability of the promoter, on the requisition of the Local Government, from time to time, to adopt and apply such improvements in the tramway as the Local Government may consider necessary or desirable for the safety and convenience of the public, and to alter the position or level of the tramway to suit future alterations in the road or roads;

(*h*) the application of material excavated by the promoter in the construction or maintenance of the tramway;

(*i*) the provision of such crossings, passing-places, sidings, junctions and other works, in addition to those specified in or authorised by the order, as may from time to time be necessary or convenient to the efficient working of the tramway;

(*j*) the powers which may from time to time be exercised by the Local Government, the local authority, the road-authority or any person in respect of sewers, drains, telegraph-lines, gas-pipes, or water-pipes in or on land occupied by the tramway; the notice (if any) to be given of the intended exercise of those powers; the manner in which the powers shall be exercised; and the extent to which the tramway and the traffic thereon may be interfered with in the exercise thereof;

(*k*) the conditions subject to which the promoter may from time to time interfere with, or alter or require the alteration of the position of, drains (not being sewers or main drains, telegraph-lines, gas-pipes or water-pipes;

(*l*) the provision of a temporary tramway in place of a part of a tramway which has been removed, or of which the use has been discontinued, by reason of the execution of any work affecting a road along which the part of the tramway was laid;

(*m*) the motive power to be used on the tramway, and the conditions on which steam-power or any other mechanical power may be used;

(*n*) the nature, dimensions, fittings, appliances and apparatus of the carriages to be used on the tramway, and the inspection and examination thereof by officers of the Local Government or the local authority, and the liability of the promoter or lessee, on the requisition of the Local Government, from time to time, to adopt and apply such improvements in the carriages and in the fittings, appliances and apparatus, as the Local Government may

consider necessary or desirable for the safety and convenience of the public;

(*o*) the traffic which may be carried on the tramway, the traffic which the promoter or lessee shall be bound to carry, and the traffic which he may refuse to carry; the tolls to be leviable by the promoter or lessee, and the periodical revision thereof by the Local Government; and the regulation of the traffic and of the levy of the tolls;

(*p*) the use of the tramway free of tolls by the local authority, with its own carriages for specified purposes, during specified hours, with power to the local authority to make such sidings and other works as may be necessary for communication between its premises and the tramway;

(*q*) the conditions subject to which the promoter may transfer the undertaking, or any part thereof, by sale, mortgage, lease exchange or otherwise; and the conditions subject to which the local authority may be the transferee;

(*r*) the performance by the Local Government or by the local authority or road-authority of any work required by the Act or the order to be done by the promoter; and

(*s*) the penalty to be incurred by the promoter or lessee for failure to observe any condition or direction contained in the order and the application of the penalty when recovered.

(3) The Local Government may, in providing in the order for the acquisition of land for the purposes of a tramway of which the promoter is not a company, direct that land may be acquired for the promoter under the provisions of the Land Acquisition Act, 1870, in the same manner, and on the same conditions as it might be acquired for the purposes of the tramway if a company were the promoter.

(4) The order shall imply the condition—

(*a*) in the case of a tramway of which a local authority is the promoter, that a lease thereof shall be granted only in manner by this Act provided, and

(*b*) in the case of a tramway of which a local authority is not the promoter, that a lease thereof shall be only of the right of user and of demanding and taking the authorised tolls, and shall not confer or impose on the lessee any of the powers or duties of the promoter in respect of the construction or maintenance of the tramway.

8. (1) The Local Government may, on the application of the promoter, revoke, amend, extend or vary the order by a further order.

(2) An application for a further order shall be made in the same manner and subject to the same conditions as an application for an order.

(3) The Local Government may, in its discretion, either grant or reject the application.

(4) If it grants the application, it shall make the further order in the same manner as an order, except that no addition to, or modification of, the rights, powers and authorities asked for in the application,

or restriction or condition with respect thereto, shall be made or imposed by the further order without the consent in writing of the promoter.

9. (1) Subject to, and in accordance with, the provisions of this Act, the Local Government may, on a joint application, or on two or more separate applications settle and make an order empowering two or more local authorities, respectively, jointly to construct the whole, or separately to construct parts, of a tramway, and jointly or separately to own the whole or parts thereof.

(2) All the provisions of this Act which relate to the construction of tramways shall extend and apply to the construction of the whole and the separate parts of the tramway, and the form of the order may be adapted to the circumstances of the case.

10. (1) If a promoter authorised by an order to construct a tramway—

(*a*) does not within the time specified in the order substantially commence the construction of the tramway, or

(*b*) having commenced the construction, suspends it without a reason sufficient in the opinion of the local Government to warrant the suspension, or

(*c*) does not within the time specified in the order complete the tramway and open it for public traffic,—

the following consequences shall ensue :—

(i) the powers given by the order to the promoter for constructing the tramway and otherwise in relation thereto shall, unless the Local Government, by special direction in writing, prolongs the time or condones the suspension, cease to be exercised except as to so much of the tramway as is then completed :

(ii) as to so much of the tramway as is then completed, the Local Government may either permit, or refuse to permit, the powers given by the order to continue ;

(iii) if the Local Government refuses to permit the powers to continue, then so much of the tramway as is then completed may be dealt with, under the provisions of this Act relating to the discontinuance of tramways, as a tramway of which the discontinuance has been proved to the satisfaction of the Local Government.

(2) A notification published by the Local Government in the official Gazette to the effect that on a date specified in the notification the construction of a tramway had not been substantially commenced or a tramway had not been completed and opened for public traffic, or that the construction of a tramway had been suspended without sufficient reason, shall, for the purposes of this section, be conclusive proof of the matter stated therein.

Construction and Maintenance of Tramways.

11. A tramway shall be constructed and maintained in the manner provided by the order.

12. A tramway, or portion or extension of, or addition to, a tramway, shall not be opened for public traffic until an engineer

appointed in this behalf by the Local Government has inspected it and certified it to be fit for such traffic.

13. The road-authority and the promoter may from time to time enter into agreements with respect to the keeping in repair of the whole or a part of a road traversed by a tramway, and with respect to the proportion to be paid by either of them of the expense of keeping the road or part in repair.

Traffic on Tramways.

14. (1) The promoter of a tramway shall, subject to the provisions of sub-section (2) and to the other provisions of this Act and of the order, have the exclusive use of the tramway for carriages with flange-wheels or other wheels suitable to run on the rail described in the order as the rail to be used on the tramway :

Provided that nothing in this Act or the order or in any rule made under the Act shall affect the right of any person authorised to use a tramway or railway to pass across a tramway constructed under this Act with carriages having wheels suitable to run on the rail thereof.

(2) The public shall have a right to pass along or across any part of a road along or across which a tramway is constructed, whether on or off the tramway, with carriages not having flange-wheels or other wheels suitable to run on the rail of the tramway : provided—

(*a*) that this sub-section shall not apply where the tramway is constructed on land the right to the exclusive possession of which has been acquired by the promoter, and

(*b*) that the Local Government may by an order authorise the construction of a tramway on any part of a road with rails raised above the surface of the road, if it is satisfied that the convenience of the public will not be injuriously affected thereby.

15. (1) The promoter or lessee may demand and take, in respect of the tramway, tolls not exceeding the limits specified in or determinable under the order, or if the order contains no provision in this behalf, then such sums as may from time to time be fixed by the promoter or lessee with the previous sanction of the Local Government.

(2) A list of all the tolls authorised to be levied shall be exhibited, in such languages as the District Magistrate may direct, in a conspicuous place inside and outside each of the carriages used upon the tramway.

16. (1) A person shall not be entitled to carry, or to require to be carried, on a tramway constructed under this Act, any goods of a dangerous or offensive nature.

(2) A person taking such goods with him on the tramway shall, before entering the carriage, give notice of their nature to the servant of the promoter or lessee in charge of the carriage.

(3) A person sending such goods by the tramway shall distinctly mark their nature on the outside of their package containing them or otherwise give notice thereof in writing to the servant of the

promoter or lessee with whom he leaves them for the purpose of their being sent by the tramway.

(4) Any servant of the promoter or lessee may refuse to carry upon the tramway a parcel which he suspects to contain goods of a dangerous or offensive nature, and if any such parcel has been received for the purpose of being carried upon the tramway, may stop the transit thereof until he is satisfied as to the nature of its contents.

Licenses to use Tramways.

17. If at any time after a tramway or part of a tramway has been for three years opened for public traffic in a circle, the local authority of the circle represents in writing to the local Government that the public is deprived of the full benefit of the tramway or of the part thereof, the Local Government may, if after such enquiry as it deems necessary it is satisfied as to the truth of the representation, grant a license to any person to use the tramway conformably to this Act and the order and to the rules made under the Act, subject to the following provisions, namely :—

(*a*) the license shall be for a period not less than one year or more than three years from the date of the license, but the Local Government may in its discretion renew it.

(*b*) the license shall be to use the whole of the tramway for the time being opened for public traffic, or such part or parts of the tramway as the Local Government, having regard to the cause for granting the license, thinks fit ;

(*c*) the license shall specify the number of carriages which the licensee shall run upon the tramway, the mode in which, and times at which, the carriages shall be run, the tolls to be paid to the promoter or lessee by the licensee for the use of the tramway, and the tolls, being those for the time being leviable by the promoter or lessee, which the licensee may demand and take for the use of his carriages ;

(*d*) the licensee and his officers and servants shall permit one person, duly authorised for that purpose by the promoter or lessee, to travel free of toll in or upon each carriage of the licensee run upon the tramway for the whole or any part of a journey ; and

(*e*) the Local Government may revoke, alter or modify the license for any cause sufficient in its opinion to warrant the revocation, alteration or modification thereof.

18. A licensee shall, on demand, give to an officer or servant authorised in that behalf by the promoter or lessee an exact account in writing, signed by the licensee, of the number of passengers, or number or quantity of goods, conveyed by any and every carriage used by him on the tramway.

Discontinuance of Tramways.

19. If it is proved to the satisfaction of the Local Government, at any time after the opening of a tramway for public traffic, that the working of the tramway, or any part thereof, has been discontinued, for the space of three months, without a reason sufficient, in the opinion of the Local Government, to warrant the discontinuance,

the Local Government, if it thinks fit, may, by notification in the official Gazette, declare that the powers of the promoter and of the lessee, if any, in respect of the tramway or the part thereof so discontinued, shall, from the date of the notification, be at an end, and thereupon the said powers shall cease and determine, except in so far as they may be purchased by a local authority in manner by this Act provided.

20. (1) Where a notification, has been published under section 19, the road-authority may, at any time after the expiration of two months from the date of the notification, remove the tramway or part of the tramway so discontinued, and use the materials thereof in re-instating the road.

(2) The promoter shall pay to the road-authority the cost incurred by that authority in removing the tramway or the part thereof and in re-instating the road.

(3) The cost shall be certified by an officer of the road-authority, and his certificate, countersigned by the District Magistrate, shall be conclusive proof as to the cost incurred.

(4) If the promoter does not pay the amount so certified within one month after the delivery to him of the certificate or of a copy thereof, the road-authority may, without any previous notice to the promoter and without prejudice to any other remedy which it may have for the recovery of the amount, sell and dispose of such materials of the tramway or part thereof removed as it has not used in re-instating the road, either by public auction or by private sale, and for such sum or sums, and to such person or persons, as it thinks fit and may, out of the proceeds of the sale, pay and reimburse itself the amount of the cost aforesaid and of the expenses of the sale, and shall pay over the residue (if any) of the proceeds of the sale to the promoter.

Insolvency of Promoter.

21. (1) If, at any time after the opening of a tramway in a circle for public traffic, it appears to the road authority or local authority of the circle that the promoter of the tramway is insolvent, so that he is unable to maintain the tramway, or work it with advantage to the public, and either of those authorities makes a represention to that effect to the Local Government, the Local Government may, if after such enquiry as it deems necessary it is satisfied as to the truth of the representation, declare, by notification in the official Gazette, that the powers of the promoter shall, at the expiration of six months from the publication of the notification, be at an end; and the powers of the promoter shall cease and determine at the expiration of that period except in so far as they may be purchased by a local authority in manner by this Act provided.

(2) Where a notification has been published under sub-section (1) the road authority may, at any time after the expiration of six months from the date thereof, remove the tramway in the same manner, and subject to the same provisions as to the payment of the cost of the removal, and to the same remedy for recovery of the cost, in every respect as in cases of removal under section 20.

Purchase of Tramways.

22. (1) Where the promoter of a tramway in a circle is not the

local authority, the local authority, with the previous sanction of the Local Government, may—

(*a*) within such limits of time as may be specified in this behalf in the order, or

(*b*) if a time was not specified in the order, then within six months after the expiration of a period of twenty-one years from the date of the order, and within six months after the expiration of every subsequent period of seven years, or

(*c*) within two months after the publication of a notification under section 19 or within six months after the publication of a notification under section 21,—

by notice in writing, require the promoter to sell to the local authority his undertaking or the part thereof which is within the circle of the local authority; and thereupon the promoter shall sell the same upon the terms specified in the order or, if the terms where not specified in the order, then upon the terms of paying the then value of the undertaking or of the part thereof, exclusive of any allowance for past or future profits of the undertaking or any compensation for compulsory sale or other consideration whatsoever.

(2) A requisition shall not be made under sub-section (1) unless the making thereof has been approved by the local authority in manner prescribed.

(3) When a sale has been made under this section, all the rights, powers and authorities of the promoter in respect of the undertaking or part thereof sold, or where a notification has been published under section 19 or, section 21, all the rights, powers and authorities of the promoter previous to the publication of the notification in respect of the undertaking or part thereof sold, shall be transferred to the authority to whom the undertaking or part has been sold, and shall vest in and may be exercised by, that authority in the same manner as if the tramway had been constructed by it under an order made under this Act.

(4) Subject to, and in accordance with, the preceding provisions of this section, two or more local authorities may jointly purchase an undertaking or so much thereof as is within their circles.

Working of Tramways owned by Local authorities.

23. (1) When a local authority has under the authority of an order completed a tramway, or has under the provisions of this Act or of an order acquired possession of a tramway it may, by a lease to be approved by the Local Government, let to any person the right of user of the tramway and of demanding and taking the authorised tolls.

(2) On the determination of a lease, the local authority may from time to time let the right for such further term and on such conditions as the Local Government may approve.

(3) Every lease made under this section shall imply a condition of re-entry if at any time after the making thereof it is proved to the satisfaction of the Local Government that the lessee has discon-

tinued the working of the tramway leased, or of any part thereof, for the space of three months, without a reason sufficient, in the opinion of the Local Government, to warrant the discontinuance.

(4) Notice of the intention of the local authority to make a lease shall be given in manner prescribed.

(5) If the local authority cannot by means of a lease obtain what it deems to be a fair rent for the tramway, it may itself, with the previous sanction of the Local Government and for such term as the Local Government directs, place and run carriages upon the tramway, and demand and take the authorised tolls in respect of the use of the carriages.

Rules.

24. (1) In addition to any other power to make rules expressly or by implication conferred by this Act, the Local Government may makes rules consistent with this Act—

(*a*) as to the form in which an application for an order shall be made;

(*b*) as to the costs to be paid by an applicant in respect of an order, and the time when, and the place where, those costs shall be paid;

(*c*) as to the payment of money or lodgment of securities; by way of deposit by the applicant for an order before the order is published under section 6, sub-section (4), or a further order is made under section 8; the investment of money so paid; the disposal of interest or dividends from time to time accruing due on money or securities so paid, lodged or invested; the application of the money or securities or the produce thereot to the discharge of any liability incurred by the promoter, and the forfeiture, repayment or return of the money or securities;

(*d*) as to the plans and sections of any works to be deposited by applicants for orders or by promoters;

(*e*) for regulating the use of steam-power or any other mechanical power on a tramway;

(*f*) as to any matter specified in section 7, sub-section (2), clauses (*c*), (*d*), (*e*), (*i*) and (*k*), as a matter which may be provided for in an order, when that matter has not been so provided for, or has not, in the opinion of the Local Government, been effectually so provided for;

(*g*) as to any matter respecting which rules may be made under this section by a local authority or a promoter or lessee; and,

(*h*) generally, as to any other matter or thing in respect of which it may seem to the Local Government to be expedient to make rules for the purpose of carrying this Act into execution.

(2) A local authority may from time to time with the previous sanction of the Local Government, makes rules, consistent with this

Act and the order and any rules made by the Local Government under the Act, for regulating—

(*a*) the rate of speed to be observed in travelling upon a tramway within the circle of the local authority ;

(*b*) the use of animal power on the tramway ;

(*c*) the distances at which carriages using the tramway shall be allowed to follow one after the other ;

(*d*) the stopping of carriages using the tramway ;

(*e*) the traffic on roads along or across which the tramway is laid ;

(*f*) the number of passengers which may be carried in any carriage ;

(*g*) the licensing and control of drivers, conductors and other persons having charge of the carriages of the promoter or lessee or a licensee ; and,

(*h*) generally, the mode of use of the tramway.

(3) The promoter or lessee of a tramway may, from time to time, with the previous sanction of the Local Government, make rules consistent with this Act and the order and any rules made under the Act—

(*a*) for preventing the commission of any nuisance in or upon any carriage, or in or against any premises belonging to him ; and

(*b*) for regulating the travelling in any carriage belonging to him.

25. The authority making any rule under section 24 may direct that a breach of it shall be punishable with fine which may extend—

(*a*) if the authority making the rule is the Local Government to two hundred rupees, and

(*b*) if that authority is a local authority or a promoter or lessee, to twenty rupees ;

and, when the breach is a continuing breach, with a further fine which may extend—

(*c*) if the authority making the rule is the Local Government, to fifty rupees, and

(*d*) if that authority is a local authority or a promoter or lessee, to five rupees,

for every day after the first during which the breach continues.

26. (1) Every authority having power to make rules under any section of this Act shall, before making the rules, publish a draft of the proposed rules for the information of persons likely to be affected thereby.

(2) The publication shall be made, in the case of rules made by the Local Government, in such manner as may in its opinion be sufficient for giving information to persons interested, and, in the case of rules made by a local authority or by a promoter or lessee, in manner prescribed.

(3) There shall be published with the draft a notice specifying a date, not earlier than the expiration of one month after the date of publication at or after which the draft will be taken into consideration.

(4) The authority shall receive and consider any objection or

suggestion which may be made by any person with respect to the draft before the date so specified.

(5) The publication in the official Gazette of a rule purporting to be made under this Act shall be conclusive proof that it has been duly made.

(6) The local Government may cancel any rule made by a local authority or by a promoter or lessee, under section 24.

Offences.

27. If a promoter—

(*a*) constructs or maintains a tramway otherwise than in accordance with the order;

(*b*) opens the tramway for traffic, or permits it to be so opened, before in has been inspected and certified in manner required by section 12; or

(*c*) fails to observe any requirement or condition of the order for neglect or breach whereof no penalty has been expressly provided in the order;

or if a promoter, lessee or licensee runs a carriage on a tramway otherwise than in accordance with the order;—

he shall (without prejudice to the enforcement of specific performance of the requirements of this Act or of the order, or to any other remedy which may be obtained against him in a Court of Civil Judicature), on the complaint of the Local Government or of the local authority or road-authority or of any person injuriously affected thereby be punished with fine which may extend to two hundred rupees, and in the case of a continuing offence to a further fine which may extend to fifty rupees for every day after the first during which the offence continues to be committed.

28. If any person without lawful excuse, the burden of proving which shall lie upon him, wilfully obstructs any person acting under the authority of the promoter in the lawful exercise of his powers in constructing or maintaining a tramway, or injures or destroys any mark made for the purpose of setting out the line of the tramway, he shall be punished with fine which may extend to fifty rupees.

29. If any person without lawful excuse, the burden of proving which shall lie upon him, wilfully does any of the following things, namely:—

(*a*) interferes with, removes or alters any part of a tramway constructed under this Act, or of the works connected therewith;

(*b*) places or throws upon or across any such tramway any wood, stone, refuse or other thing;

(*c*) does anything in such a manner as to obstruct any carriage using any such tramway; or

(*d*) abets within the meaning of the Indian Penal Code the doing of, or attempts to do, anything mentioned in clause (*a*), clause (*b*) or clause (*c*),

he shall, without prejudice to any other remedy which may be obtained against him in a Court of Civil Judicature) be punished with fine which may extend to one hundred rupees.

30. If any person, except under a lease from, or by agreement with

the promoter, or under license from the Local Government granted under this Act, uses on a tramway, otherwise than as permitted by section 14, a carriage having flange-wheels or other wheels suitable to run on the rail of the tramway, he shall be punished with fine which may extend to two hundred rupees.

31. (1) If any person travelling or having travelled in a carriage of the promoter or lessee or a licensee evades or attempts to evade payment of toll, or if any person having paid toll for a certain distance wilfully proceeds in any such carriage beyond that distance and does not pay the additional toll for the additional distance or attempts to evade payment thereof, or if any person wilfully refuses or neglects on arriving at the point to which he has paid toll to quit the carriage, he shall be punished with fine which may extend to ten rupees.

(2) When a person commits an offence under this section and refuses, on demand of a servant of the promoter, lessee or licensee, to give his name and residence, or gives a name or residence which the servant has reason to believe to be false, he may be arrested and taken to the nearest police station by the servant or any person whom the servant may call in for his assistance.

(3) When the person is taken to the police station, he shall with the least possible delay be forwarded to the nearest Magistrate, unless his true name and residence are ascertained, in which case he shall be released on his executing a bond for his appearance before a Magistrate if so required.

32. If any person takes or sends by a tramway any goods of a dangerous or offensive nature without giving the notice required by section 16, he shall be punished with fine which may extend to fifty rupees.

33. (1) If a licensee fails on demand to give the account mentioned in section 18, or, with intent to evade the payment of tolls, gives a false account when he is called upon to give an account under that section, he shall be punished with fine which may extend to fifty rupees.

(2) The fine shall be in addition to any tolls payable by the licensee to the promoter or lessee in respect of the passengers or goods conveyed by the carriage or carriages used by the licensee on the tramway.

34. Nothing in this Act shall prevent a person from being prosecuted under any other law for an act or omission which constitutes an offence against this Act or the rules made under it, or from being liable under that other law to any other or higher punishment or penalty than that provided by this Act or the rules made under it: provided that a person shall not be punished twice for the same offence.

Settlement of Differences.

35. (1) If any difference arises between the promoter or lessee on the one hand and the Local Government, or the local authority, or the road-authority, or a person having the charge of any sewers, drains, telegraph lines, gas-pipes or water-pipes, on the other hand, with respect to any interference or control exercised or claimed to be exercised by, or on behalf of, either party by virtue of this or any

other Act, or of the order, or of rules made under this Act, or with respect to the propriety of, or the mode of, the execution of any work, or with respect to any compensation to be made by or to the promoter or lessee, or on the question whether any work is such as ought reasonably to satisfy the Local Government or the road-authority or both, or with respect to any other subject or thing regulated by, or comprised in, this Act or the order or rules made under the Act, and not otherwise expressly provided for therein, the matter in difference shall, on the application of either party, be settled by a referee.

(2) Where the difference is between the promoter or lessee on the one hand and the Local Government, either as such or as the road-authority, on the other, the referee shall be the District Court within the jurisdiction of which the tramway is situate, or, where the tramway is within the jurisdiction of more than one District Court, the District Court within the jurisdiction of which the greater part of the tramway is situate.

(3) In other cases, the referee shall be appointed by the Local Government.

(4) The powers and procedure of the referee may be prescribed.

(5) The decision of the referee shall be binding and conclusive on both parties.

Recovery of Tolls.

36. Any of the following moneys, namely, any rent due to a local authority from a lessee, any penalty recoverable from a promoter or lessee under an order, any sum payable by a promoter or lessee under an award of a referee the cost of the performance under this Act by the Local Government or by a local authority or road-authority of any work required by this Act or an order to be done by a promoter, and the cost incurred by a road-authority in removing a tramway and re-instating a road under this Act, may, without prejudice to any other remedy the authority to which the money is due may have by suit or otherwise, be recovered by that authority, on application made in this behalf to the Collector, as if the sum due were an arrear of land revenue due by the promoter or lessee or his surety (if any):

Provided that nothing in this section shall authorise the arrest of the promoter or lessee or his surety in execution of any process issued by the Collector.

37. (1) If a licensee fails to pay on demand the tolls due for the use of a tramway, the promoter or lessee to whom the tolls are due may, without prejudice to the remedy which he may have by suit, apply to a magistrate to recover the amount of the tolls, and the Magistrate may, after giving notice to the licensee if possible and allowing him an opportunity of being heard, proceed to recover the amount by distress and sale of any carriages or other moveable property of the licensee which may be found on the tramway or on premises connected therewith.

(2) When a licensee has failed to pay on demand the tolls due from him, the promoter or lessee to whom the tolls are due may seize any carriage or other moveable property of the licensee on the tramway or on premises connected therewith, and detain the same for forty-eight hours unless the tolls are sooner paid.

(3) When application is made to a Magistrate under sub-section

(1), he may make an interim order of distraint pending his final decision.

38. Any toll due to a promoter, lessee or licensee from a passenger may be recovered either by suit or, on application to a Magistrate having jurisdiction within any local area in which any part of the tramway is laid, by distress and sale of any moveable property belonging to the passenger within the local limits of the jurisdiction of the Magistrate.

Savings.

39. (1) Notwithstanding anything contained in this Act or in an order, a promoter shall not acquire any right other than that of user only over a road along or across which he lays a tramway, nor shall anything contained in this Act or in an order exempt the promoter of a tramway, or any other person using the tramway, from the payment of such charges as may lawfully be levied in respect of the use of a road or bridge along or across which the tramway is laid.

(2) The Local Government may, if it thinks fit, fix rates at which a promoter, lessee or licensee may compound for the charges payable in respect of the use of a road or bridge.

40. (1) Nothing in this Act or in an order shall take away or abridge any power which a road-authority, local authority or other person has by law to break up, widen, alter, divert or improve a road, railroad or tramway along or across which a tramway is laid.

(2) The road-authority, local authority or other person executing any work referred to in sub-section (1) shall not be liable to pay to a promoter, lessee or licensee any compensation for injury done to a tramway by the execution of the work or for loss of traffic occasioned by the reasonable use of any power lawfully exercised for the execution thereof.

41. Nothing in this Act or in an order shall affect the powers of a local authority or of a magistrate or police officer to regulate the passage of traffic along or across a road along or across which a tramway is laid ; and the authority, magistrate or officer aforesaid may exercise its or his powers as well on as off the tramway and with respect as well to the traffic of a promoter, lessee or licensee as to the traffic of other persons.

Supplemental Provisions.

42. A promoter, lessee or licensee shall be answerable for all injuries happening through his act or default, or through the act or default of any person in his employment, by reason or in consequence of any of his carriages or works, and shall save harmless all authorities and persons collectively and individually, and their officers and servants, from all damages and costs in respect of injuries so happening.

43. For the purposes of this Act, want of funds shall not be deemed to be a sufficient reason for the suspension of the construction, or the discontinuance of the working, of a tramway by a promoter or lessee.

44. When a tramway is constructed under this Act within the limits of a municipality, the Local Government may exempt the animals, plant, rolling-stock, yards, workshops, engine-sheds and depôts

of the promoter or lessee, for such period as it thinks fit, from all or any municipal taxes leviable within those limits.

45 The fund to or with the control or management of which the local authority of a municipality, cantonment or districts is entitled or entrusted shall, notwithstanding anything in any Act respecting the purposes to which that fund may be applied, be applicable, subject to the control of the Local Government, to the payment of expenses incidental to the exercise of the powers and functions which may be vested in or exercised by a local authority under this Act.

46. The Local Government may, with the consent of the local authority and road-authority and of the promoter, extend any part of this Act or of any rules made thereunder, either with or without modification, to the whole or any part of a tramway constructed, or authorised to be constructed, before the passing of this Act, and to any extension of, or addition to, any such tramway, and may withdraw any part of the Act so extended.

47. In section 54 of the Indian Railway Act, 1879, the word "tramway" shall have the meaning assigned to it by section 3 of this Act.

48. All powers conferred by this Act on a Local Government may be exercised from time to time as occasion requires.

CHAMBER OF COMMERCE, BOMBAY, *8th December*, 1885.

The UNDER-SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have the honour to acknowledge receipt of your letter, No. 4285, of the 12th ultimo, forwarding copy of the "Indian Tramways Bill, 1885," and requesting that Government may be favoured with the opinion of the Chamber thereon.

In reply, I am desired to say that the Bill—which has been duly considered by a Special Committee appointed for the purpose—seems well-suited to meet the proposed objects, and has the entire approval of the Chamber.—I have, &c.,

JOHN MARSHALL,
Secretary.

APPENDIX E.

THE IMPROVEMENT OF WHEAT CULTIVATION IN INDIA.

CHAMBER OF COMMERCE, *9th April*, 1885.

E. C. OZANNE, Esq., Director of Agriculture, Bombay.

SIR,—I have the honour to wait upon you with a detailed report on 85 samples of wheat received from Collectors of various districts in accordance with Government Resolution No. 406 of 15th January 1885.

The samples represent the produce of the districts enumerated by you in your letter to Government, No. 1 of 1885, with the exception of Dharwar, Dholka Taluka of Ahmedabad and Parner Taluka of Nagar.

The remaining samples have since come to hand and on them a supplementary report will be furnished to you in due course; but as the season was rapidly drawing on, the Committee of the Chamber felt that it was advisable to furnish you with their ideas on the bulk of the samples without waiting for the exceptions mentioned.

For the purpose of obtaining the views of some of those most largely interested in the trade, a Special Committee was appointed, consisting of—

Mr. J. Fachiri	of Messrs.	Ralli Brothers,
„ L. R. W. Forrest	„	Killick Nixon & Co.,
„ W. Lang	„	Lang, Moir & Co.,
„ M. R. Wyer	„	Wallace & Co.,

who met in the rooms of the Chamber on Saturday, 28th ultimo, and carefully examined each sample separately as to suitability for export, &c. In the annexed list will be found attached to each description a detailed report with the market valuation on the 28th ultimo.

As a general rule, the samples, you will observe, consist of hard wheats which, however, with few exceptions, contain a larger admixture of soft grains than is desirable, the

objection to this being just as serious as to hard grains in soft descriptions.

The qualities which the Committee consider should be specially encouraged for export purposes are mainly :—

Hansia Sakhadvala.—Broach, Vagra Taluka.
Bakshi.—Poona, Junnar Taluka.
Chasia.—Mahi Kantha, Katosan Taluka.

The following, however, are all suitable for export, and qualities which could be disposed of in large quantities at about the prices attached to them respectively :—

Red hard—	Kaira,	Matar	Taluka.
White soft—	Do.	do.	do.
Hard yellow—	Nasik,	Dindori	do.
Hard white—	Do.	do.	do.
Banshi—	Do.	Nasik	do.
Do. —	Do.	Niphad	do.
Vajia—	Panch Mahals,	Dohad	do.
Katha—	Sorath Prant,	Junagad	do.
Red wheat—	Belgaum,	Parasgad	do.
Daudkhani—	Ahmedabad,	Viramgam	do.

The more carefully these descriptions are prepared in the matter of cleanliness and freedom from damaged grains, the more valuable they of course become.—I have, &c.,

JOHN MARSHALL, Secretary.

CHAMBER OF COMMERCE, BOMBAY, 23*rd April*, 1885.

E. C. OZANNE, ESQ., Director of Agriculture, Bombay.

SIR,—I have now the pleasure of waiting upon you with a supplementary report on the remaining samples of wheat which had not come forward from the districts in time to be submitted to the Special Committee at their first meeting.

Your letter No. 304 of 27th ultimo, which also came in after the previous meeting, was laid before the Committee at the same time.

The general remarks of the Committee in their previous report are also applicable, in some measure, to these later samples, although, as a rule, they contain a smaller admixture of soft grains, and to that extent are more suitable for export as hard wheats. The whole of the red wheats are light in grain, a fault which is apparently very general this season ; but the sample of Dharwar hard red, J, is the best

among those submitted, and the Committee would recommend it as suitable for distribution for seed in terms of your letter No. 304, particularly if hand-picked as suggested in paragraph 4.

Nothing cheaper would be obtainable from any other districts, and the sample represents a good style of the type of wheat most successfully cultivated in the Southern Maratha Country.

According to the Government Resolution under which the whole of these samples have been received and reported upon, they ought to be returned to you. As this would entail considerable expense, I should be glad to know whether you would wish any or all of the samples so dealt with. They are at present in bottles, and preserved from weevils by camphor, and if required to be returned would have to be repacked.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 998 of 1885.

From the DIRECTOR of AGRICULTURE, Bombay to the SECRETARY to GOVERNMENT, Revenue Department, Bombay.

POONA, 24*th July*, 1885.

SIR,—With reference to Government Resolution No. 8742, dated 29th November 1883, I have the honour to report the result of the experiments made last year with the wheat seed supplied by Messrs. Ralli Brothers, Bombay, on behalf of the Chamber of Commerce.

2 As Government are aware the object of the experiment was to ascertain whether the local produce is susceptible of improvement by the distribution of hand-picked selected samples of seed suitable for export. In my letter No. 1, dated 1st January 1885 (Government Resolution No. 406, dated 15th January 1885) a progress report was submitted.

3. The sum of Rs. 10,000 sanctioned for expenditure was allotted as shown below :—

	Rs.
Presidency proper	7,500
Sind	2,500
Rs. ...	10,000

The Sind expenditure amounts to Rs. 1,586-8-9 leaving an unexpended balance of Rs. 913-7-3 (*vide* Government Resolution No. 5390, dated 3rd July 1885, Revenue Department). The expenditure

incurred in the Presidency proper amounted to Rs. 2,194-4-3 or Rs. 5,365-11-9 less than the sanctioned grant. The total saving from the grant of Rs. 10,000 is therefore Rs. 6,219-3-0.

4. The results of the several experiments are summarized below :—

Surat.—At the Agricultural Class farm 20 lbs. each of hard red and hard white were sown in two plots, each of 12 gunthas. The soft white and red varieties received from the Chamber of Commerce were too weevilled to allow of germination, and therefore only two varieties were tried. The land was well tilled. No manure was used, but the land received a slight deposit of silt from the flooding of the river during the previous year. In the beginning dry winds and want of dew did a little harm, but on the whole the weather was favourable. The seed was sown on the 30th October 1884, and the crop was reaped on 26th February 1885. The hard red yielded 138 lbs. of grain and 158 lbs. of straw and the hard white 120 lbs. of grain and 140 lbs. of straw. The total proceeds in each case were Rs 4 and expenditure Rs. 4-1-7. At the Nadiad Exhibition the white variety carried the first prize of Rs. 15 and the red the first prize of Rs. 8. These results however do not compare favourably with the local variety (No. 3) grown in an adjoining area, which fetched Rs. 29½ against a total expenditure of Rs. 20-5-8.

Variety.	Area of Plot.	Seed per Acre.	Yield per Acre.		Remarks.
			Grain	Straw	
Selected.	a. g.	Lbs.	Lbs.	Lbs.	
1. Hard red ...	0 12	66	460	526	Unirrigated and unmanured. No. 3 was affected by rust. Nos. 1 and 2 were free.
2. Hard white.	0 12	66	400	466	
3. Hard white (Hansia) ...	1 20	75	706	720	

In the same district another trial was made in 5 villages of the Olpad taluka. The result was very satisfactory. The total area sown was 9 acres 1 guntha. To test the value by comparison with the indigenous produce the Assistant Collector, Mr. Bamanji, reaped equal areas on land equally assessed in the same villages. The soft white yielded 18 fold, the soft red 14 fold and the hard white 10 fold. The selected varieties yielded in the aggregate 782 lbs. more than the indigenous varieties. The total area sown with the former was 9 1-40 acres assessed at Rs. 43-14-0 and the outturn was 5,424 1/5 lbs. The area (9 $\frac{1}{40}$ acres) assessed at Rs. 44-14-0, sown with indigenous unselected seed produced 4,642 $\frac{3}{5}$ lbs. The superiority of the results in the former case was due however, partly to the use of a larger quantity of manure. The Patels who sowed the seed at first prophesied failure with the soft white variety as unsuitable to their soil; but this variety showed the best results and led to a further demand. I have accordingly lately distributed 25 maunds (of 82 lbs. each) for further trial.

Ahmedabad.—Here the seed was tried in four talukas (Daskroi,

Dholka, Dhandhuka, and Viramgam) with results generally showing that the outturn was not as good as that obtainable locally. The Collector, Mr. Reid, remarks "the seed was so weevilled that the experiment was hardly a fair one." Mr. Allen distributed 720 lbs. (variety not stated) in 5 villages. Apparently all the crops were irrigated and apparently everywhere the wheat was attacked with rust. The outturn is given for each village, but in the face of insufficient information on material points, I can only quote Mr. Allen's general remark that the yield was not considered equal either in quality or quantity to the grain of the district. The cause alleged is the weevilled state of the seed. For it is remarked that the results would have been better had the seed been sound.

Mr. Maconochie distributed 200 lbs. soft white and 192 lbs. hard red. In Sanand no one would sow the seed on account of the weevils. In Viramgam 10 men in 10 different villages sowed the seed with strangely different results. In 6 villages the result was very poor or *nil*. In 4 it was good. The conclusion drawn is that the hard red is most suited to the taluka specified.

Mr. Edalji, the District Deputy Collector, states that "as the outturn of the samples sent is not better either in quality or size, the people of these parts do not, I am given to understand, prefer the seed sent, to that procurable here."

Panch Mahals.—As in Ahmedabad, the results were unsatisfactory owing to the seed being weevilled. The cultivators have however retained the yield as seed for experiment next season.

At Rustampur (in the Panch Mahals Agency) three varieties were tried by Mr. Bamanjee A. Dalal, who cultivates a large area of land and who took an interest in the trial. 45 lbs. of soft white (*pisi*) sown in one acre, yielded 800 lbs. The attempts with Khandwa (soft red) and Hansotia (hard white) were much less successful, 150 lbs. of seed each yielding 960 lbs. respectively.

Nasik.—The results are reported in a very unsatisfactory manner, but there is no doubt that the experiments were not successful. One great reason is that there was a delay in the receipt of the seed which allowed the weevils to work great damage and which caused too late sowing.

Ahmednagar.—Owing to untimely rainfall and rust the outturn was bad.

Khandesh.—The trial was made in five talukas and petas with hard red. The results were, in Dhulia, about a 9-anna crop or 376 lbs. per acre from 62 lbs. of seed per acre; in Chalisgaon a poor crop, 108 lbs. per acre from 37½ lbs. of seed per acre; in Peta Raver a 7-anna crop or 278 lbs. per acre from 60 lbs. of seed per acre; in Bhusaval a failure—only 13 lbs. per acre from 66 lbs. of seed per acre; and in Jamner, a poor crop, 132 lbs. per acre from 46 lbs. of seed per acre. According to the opinion of the Collector the experiment, as a rule, appears to have failed.

Experimental Farm, Bhadgaun (Khandesh).—At the Experimental Farm, trials were made with all the four selected varieties of seed both with and without irrigation, the quantity sown being in each case 47½ lbs. per acre. Except unirrigated soft red which yielded

only 287½ lbs. per acre, the outturn of hard red, hard white, and soft white, varied from 458½ lbs. to 657½ lbs. per acre. The Superintendent Mr. Stormont writes "the outturn of these is much lower than our local wheats; the quality however in most cases is very good, one sample of soft red weighing no less than 66¾ lbs. per bushel."

Poona.—The seed given for experiment was tried in all the talukas with the following results :—

Taluka.	Seed Sown		Outturn per Acre.	Remaks.
	Area.	Quantity per Acre.		
	A. g.	Lbs.	Lbs.	
Purandhar	2 23	30	479	Quality not good owing to rust.
Junnar	6 39	33	359	
Haveli	6 21	50½	427	Better in quantity and quality than ordinary seed-outturn. But owing to rust due to heavy rain, the outturn was of inferior quality—not so good as it otherwise would have been.
Sirur	0 39	86	344	In places the quality was bad owing to rust due to excess of rain.
Maval	4 0	59	190	In places rust owing to excessive rain and fog (dhuk) damaged the crop.
Indapur	1 5	26½	56½	Crop not good in quality owing to want of rain when required.
Bhimthadi	1 6	64	530	Affected by rust and therefore produce very small in size.
Khed.	16 17	43¾	427	Much damaged by rust.

Bijapur.—Of the 1,600 lbs. given for experiment to three talukas, 760 lbs. sown in about 26 acres in the Bijapur taluka produced almost nothing; 630 lbs. sown in about 20 acres in the Bagevadi taluka yielded only 750 lbs; and 210 lbs. sown in about 7 acres in the Muddebihal taluka gave no outturn. The above result is due to the very scanty and unseasonable rainfall in 1884. The average outturn of wheat in the district was hardly two annas and the experiments made in such a year can prove nothing.

Belgaum.—Of the trials made in two talukas in this district, the attempt in Athni was a total failure owing to a bad season, while in Parasgad 40 lbs. sown in two acres yielded only 221 lbs., a very poor outturn owing also to unfavourable season.

Miraj and Ramdurg.—Besides the British districts, the new seed was tried in parts of the Native States in the Southern Maratha

Country. The reports from Miraj and Ramdurg show that the experiments were not successful owing partly to the seed being weevilled and partly to bad season. The samples, however, received from the Senior Miraj State were not discouraging. The hard white was rather small and contained about 2 per cent. *potha* or soft grains, otherwise the colour was well preserved. Hard red was rather shrivelled and contained about 5 per cent. *potha*.

Hyderabad (Sind).—Trials were made by the Superintendent, Government Experimental Farm. The crop was good deal damaged by rust and the experiment cannot be held conclusive. I append an extract paragraphs 58 to 61 of the report, *vide* Appendix B. The acre yields are not indicated. The Bombay wheats supplied were those distributed by Messrs. Ralli Brothers.

GENERAL REMARKS.

5. The general tenour of the experiments is unsatisfactory. Though the reports from district officers are meagre and vague as a rule, the facts elicited are sufficient to show that a great measure of the failure was due to the unsoundness of the seed. There is no reason to dilate on the fact that nearly all the wheats, but especially the soft varieties were damaged by weevil before they reached their destination. I have fully explained this fact in my progress report No. 1 of 1st January 1885.

But apart from this disturbing element there is strong evidence that except in Surat, the selected hand-picked wheats showed no decided superiority in outturn and not always in quality over the unselected seed of the varieties, indigenous to each tract.

In Surat, on the School Farm, the quality of the yield was excellent. I myself awarded two first prizes at the Nadiad Show. There were no samples at the Show at all approaching the quality of those raised from the selected seed; but even here the quantity of the yield was below the indigenous hard white, similar in quality and even in name showing that it came from the very taluka, Hansot, whence the selected sample of hard white was taken.

Mr. Bamanji had better success even than the Agricultural Instructor of the School Farm Mr. Joshi. He distributed the seed in 5 villages. The results were so favourable as regards quantity at any rate, that a request was made for a supply this year for further trial.

6. Here, however, the favourable reports end. The season was very unfavourable to the trial except in Gujarat. In the Kanarese districts all wheat was wretched and in the Deccan the damage by rust was considerable.

This fact brings out another phase of the experiment. It has not been shown that the change of the seed from one district to another, or the selection of seed, will give any immunity against this great pest. A few years ago through the agency of Dr. Dymock (Government Resolution No. 4155, dated 23rd May 1885, Revenue Department) some Indian wheat seed was tried in Australia. Here the result was that the new wheats ripened earlier than the usual period of the appearance of rust, a manifest advantage which however has not been secured in the present trial.

It would be unsafe to draw close deductions from the figures reported save and except those from the experimental farms. At the

Bhadgaon Farm, the experiment was carried out with care. The appended table taken from the report is given for easy reference :—

Variety.	Area of Plot.	Rate of Seed per Acre.	Yield per Acre.		Weight of Sample per Bushel.	Remarks.
			Grain.	Straw.		
Selected.	Gunthas.	Lbs.	Lbs.	Lbs.	Lbs.	
1. Hard red ...	8	47½	562	2,550	63	Irrigated.
2. „ „ ...	8	47½	593	1,510	63⅜	Dry-crop.
3. Soft red	8	47½	572	2,585	64½	Irrigated.
4. „ „	8	47½	287	1,535	66⅜	Dry-crop.
5. Hard white.	8	47½	657	1,567	...	Irrigated.
6. „ „ ...	8	47½	602	1,400	63⅜	Dry-crop.
7. Soft white ...	8	47½	459	2,835	64⅜	Irrigated.
8. „ „ ...	8	47½	565	1,505	65⅛	Dry-crop.
Indigenous.						
9. Hard red ...	8	70	986	2,300	57	Irrigated.
10. „ „ .	8	70	1,280	1,525	61	Dry-crop.
11. Hard white.	8	70	1,044	2,450	61½	Irrigated.
12. „ „ ..	8	70	869	1,475	61	Dry-crop.

The first point to be noticed is that the rate of seeding for the selected varieties was too low. I much regret this fact and can only say that next year when the trial will continue this element of uncertainty shall be found absent. As it is I do not believe the difference in the seeding would have affected the main result, *viz.*, that the indingenous varieties, a hard white in irrigated and a hard red in dry-crop land, yielded a better crop than the hand-picked selected varieties. However these show great superiority in the weight per bushel. I took these weights myself and am convinced of their correctness. I anticipate that the results next year will be more favourable to the selected varieties for they will be more acclimatized.

7. There remains a third point for careful enquiry and that is whether the distributed wheats retain the characteristics of colour and consistency under changed conditions of climate and soil. We have the high authority of Dr. King, Superintendent, Royal Botanic Gardens, Calcutta, against the theory that soil will cause a change of colour. On this point the evidence I have to bring is not conclusive though (Government Resolution No. 6906, dated 28th August 1884) there is much scientific opinion against Dr. King's opinion. But there remains little doubt that the consistency of wheat is very variable. In one year the soft white wheats of the Central Provinces, sown in Khandesh, a district of hard wheats, show throughout a decidedly harder grain. The sample contains a small proportion of perfectly hard grains which is not due to admixture. The Superintendents of both Farms are of opinion that both colour and consistency are liable to change. A remarkable instance may be quoted. The steam thresher which was tried this year, worked in the district of hard white wheat and yet a sample sent to the Chamber of Commerce was not recognized as such. Indeed it had become a mongrel admixture of hard and soft grains in every stage of consistency. I noticed above that the samples received from Miraj contained from 2 to 5 per cent. of soft grains.

8. Looking at these facts, I decided not to continue the general distribution of selected wheats. I had, however, first planned a scheme by which the distributed seed might be put in the hands of the rayats sound and free from weevil; but as the results of experiments came in I confined the distribution to the districts of Belgaum and Bejapur, and Surat. The two former districts had a miserable crop last year and the distribution was calculated not only to put good seed within the reach of the rayats but to supply seed in places where difficulty in procuring it would be felt.

9. I think there is evidence that general distributions of seed wheat are unadvisable. The first year's yield at any rate is low; and if the rayats are to be told that they must wait to see results the second year, the distribution cannot be popular. There is no doubt that the great liability to weevil and the variable consistency of this grain at once go far to negative the utility of the plan. The cost of hand-picking is very high and of carriage quite incommensurate with the results likely to be obtained. The use of selected seed must be taught by the progress of the wheat export. The principle the people know well enough. The practice will arise as the people see the advantage. Meanwhile no opportunity should be lost of supplying seed, and at the same time good selected seed whenever there is a likelihood of a scarcity such as there is in Bijapur and Belgaum this year.

10. In this place I must notice that in consequence of the orders contained in paragraph 2 of Government Resolution No. 406, dated 15th January 1885, a good collection of the wheats of the Presidency proper has been made and samples are carefully preserved in my office. The samples were examined by a Select Committee of Exports, nominated by the Chamber of Commerce. I have the honour to append the letters received from the Secretary together with the opinions given. I trust that Government will intimate their appreciation of the valuable assistance received from the Chamber and will print the detailed opinions on the samples examined.

11. The accounts received from the district officers are incomplete. The recoveries by sale and otherwise have not been fully reported. It will be necessary for me to request the officers concerned to submit revised accounts.—I have, &c.,

E. C. OZANNE, Director of Agriculture.

No. 6975.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 28*th August*, 1885.

Letter from the Director of Agriculture, No. 998, dated 24th July 1885—Reporting with reference to Government Resolution No. 8742, dated 29th November 1883, the result of the experiments made last year with the wheat seed supplied by Messrs. Ralli Brothers, Bombay, on behalf of the Chamber of Commerce.

Memorandum from the Director of Agriculture, No. 1059, dated 31st July 1885—Requesting with reference to Government memorandum No. 6098, dated 28th idem, a reference to his letter No. 998, dated 24th idem.

RESOLUTION.—Copies of the report of the Director of Agriculture and of its accompaniments should be forwarded to all Commissioners

and Collectors and Political officers for information, and copies should be laid on the Editors' Table, Bombay, and the Branch Editors' Table Poona.

2. A copy of the paper should also be forwarded to the Chamber, of Commerce, Bombay, for information and for favour of opinion on the point raised in clause 9 of paragraph 5 of Mr. Ozanne's report.

3. The thanks of His Excellency the Governor in Council should be conveyed to the Chamber of Commerce for the valuable assistance rendered by it to the Director of Agriculture.

4. The remarks made by Mr. Ozanne on the point whether the colour and consistency of wheat are changed by altered conditions of soil and climate should be communicated to the Government of India in continuation of the letter from this Government No. 6907, dated 28th August 1884, with an intimation that Mr. Ozanne states that the point will be more fully discussed in his Annual Report.

J. MONTEATH,
Under-Secretary to Government.

CHAMBER OF COMMERCE, BOMBAY, 3*rd October*, 1885.

The UNDER SECRETARY TO GOVERNMENT, Revenue Department, Bombay.

SIR,—I have the honor to acknowledge receipt of Government Resolution No. 6975 accompanying copy of a report by the Director of Agriculture on the experimental sowings of wheat seed, supplied by Messrs. Ralli Brothers, on behalf of the Chamber.

The Committee have perused the report with much interest, and although they regret that owing to weevils in the wheat the experiment has scarcely had a fair trial, they are decidedly of opinion that much information of value has been obtained.

It seems evident from the results reported, that local influences have a great deal to do with the consistency and characteristics of the wheat produced, and for that reason the Committee would agree with the conclusion arrived at by Mr. Ozanne that "general distributions of seed wheat are unadvisable" in the manner that the experiment was conducted in this instance. But the great superiority in the weight per bushel produced in some districts from selected wheat shows that important advantages are to be obtained if the seed supplied be of a variety suitable to the district.

The Committee desire me to say therefore that with that

principle borne in mind they would be glad to see the experiment having a further trial, and they further quite agree with the concluding sentence of para 9 in the Director's report that "no opportunity should be lost of "supplying seed, and at the same time good selected seed "whenever there is likelihood of a scarcity such as there "is in Bijapur and Belgaum this year."—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX F.

WHEAT THRESHING AND CLEANING.

No. 969 OF 1885.

From the DIRECTOR OF AGRICULTURE, Bombay, to the SECRETARY to GOVERNMENT, Revenue Department.

POONA, 18*th July*, 1885.

SIR,—I have the honour to submit my report regarding the trial with steam machinery for threshing wheat sanctioned in Government Resolution No. 10057, dated 22nd December 1884, Revenue Department. I think it advisable to sketch out the circumstances which led to that experiment before describing it, and before laying before Government proposals for further action.

2. In Government Resolution No. 8742, dated 29th November 1883, an important communication from the Chamber of Commerce was published, making various suggestions regarding the improvement of wheat and also showing the various impediments to the growth of the export trade.

3. My first step was to make enquiry in the fine wheat districts of the Nagar District. I found reason to believe that some of the impediments, *e.g.* the admixture of soft and hard varieties, were irremediable, but it was very clear that other serious impediments are remediable. I refer especially to the admixture of dirt, which lowers the value of the samples exported to Europe, and which has an aspect of much greater importance which I would explain and bring into prominence. The experience of the export trade in wheat has shown that it is, under present conditions, impossible for the European purchaser to insist on a perfectly clean sample. Shipments from India are made on receipt of orders from Europe, based on the samples yearly sent by the Bombay merchants. The purchaser knows that he will be obliged to accept a certain percentage of dirt, and the price offered is fixed with regard to this fact among others. The large firms in Bombay buy wheat up-country and in Bombay, fixing the percentage of dirt to be allowed. A great deal of cleaning goes on at the port to bring this percentage within the fixed limit; but it is a notorious fact that the excess impurities, winnowed from a bad lot of wheat, are used to bring up the percentage in cases where the sample is unusually clean.

My enquiries led me to believe that this baneful practice can be gradually stopped by the use of better appliances up-country to prepare the crop for the market.

4. In my last annual report I mentioned the fact that I had hopes of inducing a Calcutta firm to make an experimental trial with a steam-thresher brought out for the Calcutta Exhibition. I found it, however, expedient to ask Government to guarantee the enterprizing firm half the amount of any possible loss. This sanction was

accorded. The arrangements made for the trial were excellent. A trained man was called out from England, who had introduced the threshing machine on behalf of Messrs. Marshall, Sons & Co. into various parts of Europe. Messrs. Balmer, Lawrie & Co. deputed one of their employés, Mr. W. Gallon, C. E., to accompany the machine and to take notes of the trial. Government directed the Collector of Nasik to make the advent and advantages of the machine well known throughout his district.

5. I have given a detailed account of the trial in the first number of the *Indian Agricultural Gazette*, a copy of which was submitted to Government with my letter No. 522 dated 11th May 1885. I will not therefore repeat what I have already said. I am of opinion that the trial was very successful, for the reasons stated in my letter just referred to, and that there is warrant for renewed atttempts.

6. I append a copy of the letter from the Chamber of Commerce recording their opinion that the sample was *clean* and *free from damaged grains*. I append also a copy of the report of Rao Saheb Mahadeo Balkrishna, Mamlatdar of Niphad, with the Collector's remarks thereon, and of a letter from the Vinchurkar. I fully concur with the Collector in his appreciation of the energy and foresight of the Vinchurkar and of the Mamlatdar. I would ask that the thanks of Government be accorded to both these gentlemen. I regret to have to notice that the District Deputy Collector in charge of the Niphad and adjoining talukas, Rao Bahadur Narayen Bhikaji, was not convinced of the utility of the thresher. He considered that the fact that the outturn from the 50 sheaves threshed out by cattle was greater than that of the 50 sheaves given to the machine, was "fatal to the machine." I was compelled to state in my article to the magazine that no intelligent observer could suppose that this could prove that the machine did not account for all the grain put into it. The Collector very wisely ordered Mr. Narayen Bhikaji to abstain from further active interference in respect of the threshing machine, and leave matters to the Mamlatdars concerned.

7. I submit further a copy of the letter received from Messrs. Balmer, Lawrie & Co., dated 1st May 1885, reporting on the trial. In a subsequent letter dated 20th June the firm add—

"In a letter from Messrs. Marshall, Sons & Co., by last mail, they feel deeply grateful for all the assistance you have given in this attempt to introduce steam-threshing machinery into India, and would now feel much obliged by your kindly letting us know—

(1). What further steps might be taken for another season.

(2). When operations should commence if these are decided upon.

(3). If in your opinion there has been sufficient encouragement to go on further with the matter.

(4). And if Government could be relied on for any pecuniary assistance as hitherto kindly promised.

"Messrs. Marshall, as you can understand, do not wish to abandon the project now."

A few days later it was added—

"Messrs. Marshall, Sons & Co. fully share the view entertained by ourselves, that the trials already made have been, on the whole very

successful, and they are most anxious to go on further with the matter as early as it is possible to do ; and to this end, therefore, we shall feel obliged by your kindly furnishing us with any particulars as to the time you think further operations should commence, and where so that all arrangements may be made. In a letter from Messrs. Marshall, by last mail, they again repeat their satisfaction with all that has already been done, and their determination to make this project in every way successful."

8. The publication of the results of the trial has resulted in enquiries from several of the leading manufacturers of agricultural machinery in England. Messrs. Ruston, Proctor & Co. of Lincoln, write that they are making arrangements to send a threshing machine with straw-bruising apparatus to India. Messrs. Ransomes, Sims and Jefferies, Limited, of Ipswich and London, have requested to be favoured with all reports connected with the trials, and send out copies of their catalogues, and enquire whether I can give them information as to whether they may with profit enter into the competition.

9. On the whole I feel sure that though success has not yet been secured, there are strong grounds for further trial. Such trials are expensive. Messrs. Balmer, Lawrie & Co. incurred an expenditure of over Rs. 5,000. Looking to the fact that the machine worked partly outside the Presidency, and that Government guaranteed only a moiety of the actual cost of carriage and working expenses, I am of opinion that a sum of Rs. 1,250 should be paid to the firm. I request sanction to pay it out of the allotment for wheat improvement under the authority of Government Resolution No. 8742, dated 29th November 1883, Revenue Department. This sum, though large, is insignificant compared with the cost of carrying out an experiment at Government expense entirely ; and the arrangements which I have made have had the further effect of securing the co-operation of an enterprizing firm, who see too good a chance of success to permit the matter to drop.

10. After perusing the record of the trial, Mr. W. R. Robertson, of Saidapet, called my attention to a discussion in Madras on the feasibility of attempting to introduce steam machinery to thresh wheat. The arguments against the trial apply in a very small degree to the conditions of Bombay. In, however, remarking on the record of the trial now under report, Mr. Robertson thought the objection raised by the people against the non-bruising of the straw a very weak one indeed. However, it is advisable that the value of the straw-bruising apparatus, which can be attached to Messrs. Marshall's threshers and to those of other makers, should be tested.

11. I propose, therefore, that Messrs. Balmer, Lawrie & Co., be thanked for the enterprize they have shown. They are willing to sell the machine they now have in the country under the following conditions. The total cost of engine and thresher came to Rs. 5,050. In order to obtain a good introduction for the former, which is invoiced at Rs. 2,300, the firm are prepared to accept a somewhat heavy sacrifice, and ask me to make an offer. They suggest no reduction on the thresher; but as it has been over two years in the country, I am of opinion that they would accept Rs. 4,000 for both together. The cost of bringing the machines from Calcutta will be a little over Rs. 504.

Messrs. Ransomes, Sims and Jefferies offer a similar engine and thresher for £459 delivered in London. The engine, if located at the Bhadgaon Farm, would find employment in many ways. It is a great want at the Farm. Mr. Stormont is convinced that he would make the apparatus a success in the wheat districts of Khandesh if it were handed over to him. At any rate it is well worth the trial, and would be utilised for the preparation of the crops of the Farm and of the neighbourhood. Mr. Mackenzie, the Collector of Broach, to whom a reference was made as to the feasibility of a trial in Gujarat after the Nasik trials were concluded, wrote that the season was too far advanced, but suggested a trial, provided a straw-bruiser is attached, in the Vagra, Hansot and Jambusar talukas. The machine would be conveyed from Bombay by country boat to Kaladra in Vagra, or Katpur in Hansot, or Tankaria Bandar in Jambusar, and would thus be in the centre of the wheat-producing lands.

12. I propose, therefore, that one machine be purchased for the Bhadgaon Farm on the condition that Messrs. Balmer, Lawrie & Co. will bring out another, equipped with the straw bruising apparatus and apparatus for utilizing wheat straw as fuel, to Bombay by the 1st February next year, either to be used in Broach or Ahmedabad or other districts where success is most likely. The location of the machine will depend on enquiries which will be at once instituted on receipt of the orders of Government on this letter. If they agree to these proposals I would ask that Government should bear half the cost of bringing out the machine and engineer (2nd class fare), of the carriage up-country and working expenses, and of carriage back to Bombay, and of the pay of the engineer from the time of his arrival till the date of the conclusion of the trial, and that Government should claim to receive half the gross receipts.

13. It will be useless for Government to hold out further prospects of making any purchases of machines The object is now to experiment, and, if the experiments after full trial are successful, to induce Messrs. Balmer, Lawrie & Co. to undertake to import machines with properly qualified attendants to work for hire in the wheat districts.

14. I would also make one other condition, *viz.*, that the trained man be deputed to Khandesh first, or whatever place it may be decided to work the machine to be purchased for the Farm, to instruct Mr. Stormont in the technicalities of its working.

15. I am convinced that the Bombay merchants will take advantage of the possibility of securing, direct from the machine, clean wheat, and thus competing with local traders, by which means a price apportioned to the merit of the sample will be secured, and this price will directly tend to make the machine popular among the rayats.—I have, &c.,

E. C. OZANNE,
Director of Agriculture, Bombay.

CHAMBER OF COMMERCE, BOMBAY, 10*th April*, 1885.

E. C. OZANNE, ESQ., Director of Agriculture, Bombay.

SIR,—I am desired to inform you that the Special Committee appointed by the Committee of the Chamber to report on the samples

of wheat collected under Government Resolution No. 406 of 15th January last, have also examined the specimens of machine-thrashed wheat forwarded by you on the 15th ultimo; but, as I informed you in my letter of the 17th idem, they were unable to give an opinion as to the relative value of steam-thrashed *versus* the native process without a sample of similar wheat prepared in the latter way to guide them in their comparison.

The samples are, undoubtedly, clean, and in that respect, as also their freedom from damaged grain, meet with the strong approval of the Committee.—I have, &c.,

J. MARSHALL, Secretary.

No. 11 of 1885.

From the MAMLATDAR of NIPHAD, to W. WOODWARD, Esq., Collector of Nasik.

NIPHAD, 8*th April*, 1885.

SIR,—In obedience to your order No. 2230, I have the honour to submit a report of the working of Messrs. Marshall, Sons & Co.'s steam-thrashing machine in the taluka under my charge.

2. As you are aware, the working of the machine at Puntamba was very brief, having been abruptly stopped by the cultivators there. According to your instructions I succeeded, in conjunction with the Vinchurkar, in collecting about 10,000 sheaves of wheat, in order to find a few days' work for the machine at Lasalgaon. This wheat was thrashed out by the machine in about 12 hours, extending over about two and a half days; all, but that belonging to the Vinchurkar, was sold by auction. Much of the wheat was inferior in quality and somewhat discoloured. Notwithstanding this, the price obtained was Rs. 6 per local khandi above the market rate for grain of the same kind thrashed and winnowed in the ordinary way. A large number of people were present from Lasalgaon and the surrounding villages. The old objection was raised here about the straw, but was not so forcibly urged, as the bullocks were found to eat the long straw direct from the machine. So little grain was broken that no objection could be raised on that score. His Highness Annasaheb, the Chief of Vinchur, with all his retinue visited the machine and carefully examined its working. His Highness was apparently much pleased, and expressed satisfaction with the results. His Highness was pleased to invite Mr. Galion to his palace at Vinchur, entertaining him pleasantly for some hours.

3. Arrangements were also made to collect wheat at the stations of Niphad and Khervadi; and on completing the work at Lasalgaon the machine was despatched by road to Niphad drawn by six pairs of bullocks, viz., three pairs to the thrashing machine and three pairs to the engine. There were about 25,000 sheaves of wheat collected near the Niphad Station, and the machine commenced work on the 27th ultimo. The total outturn was 136 bags of clean wheat, which was thrashed in about 20 hours extending over three and a half days, it

being impossible to get the men to work between 11 a.m. and 3 p.m. owing to the intense heat.

4. Notwithstanding the fact that the machine had been at Niphad before, and was considered by some at least to be a failure and unfit for thrashing their wheat, it was visited daily by crowds. In fact, one of the difficulties which had to be contended with, was preventing visitors getting in the way of the workmen. One day the machine came very near being stopped for want of men, as the labouring class were foolishly afraid of having to accept war service. They were, however, reasoned out of this.

5. No good road existing between Niphad and Kherwadi, the engine and the thrashing machine had to go by rail to the latter place, where, as at Niphad, about 25,000 sheaves of wheat were collected. Considerable interest was manifested in the machine during the whole of the time it was at work at Kherwadi. It was visited by the Jaghidars of Chandori with their families and by all the surrounding villagers. There was occasionally a constant stream to and fro as if there was a large fair. The total quantity of clean wheat thrashed was 148 bags, which occupied about 22 hours, extending over about 4 days. The majority of the visitors were highly satisfied. One or two of them were surprised to find that the grain as it came from the machine was not hot, as they had been led to except it would be. The machine broke so little of the grain here that it was scarcely alluded to.

6. At Lasalgaon, Niphad and Khervadi, cattle were observed to eat the straw and the chaff as they came from the machine, and the experiment was tried at Khervadi in the presence of a number of cultivators and others, amongst whom was one of the Jaghirdars and Honorary Magistrate of Chandori, to find out whether bullocks preferred "bhus" prepared in the ordinary way,—that is, by being trodden until it is broken and soft, or straw and chaff direct from the machine. They were laid side by side, and it was found that the bullocks preferred the small chaff and the straw as they came from the machine, and that they would eat either the straw or the chaff from the machine before they would touch the trodden "bhus."

7. The working of the machine at the three places named, has undoubtedly done much towards the removal of the prejudices which exist against it. I must mention here that much valuable assistance was rendered by Mr. Narsingrao Krishna Vinchurkar when the machine worked at Lasalgaon, and by the Jaghirdars of Chandori while it worked at Khervadi, and I respectfully beg to suggest that thanks may officially be offered those gentlemen for their kind exertions in the way of introducing the machine in this taluka. The success that has attained the working of the machine here is also due to the genial and kind disposition of Mr. Gallon, C.E., in charge of the machine, who was at all times ready and willing to explain its inner construction and working to the numerous visitors that were attracted to it by its wonderful feats.

8. In conclusion, I cannot but express my great pleasure in finding that the machine worked successfully in this taluka without any opposition from any quarters. Mr. Gallon was exceedingly glad to see that he was allowed to carry on his work unobstructed and con-

trary to the experience that he had gained both at Niphad, when he first worked there, and at Puntamba. It would perhaps appear to be a difficult task to find work for the machine at the very place where owing to the ignorance of the cultivators it had gained a bad name. At first I was quite hopeless, but having regard to what Mr. Ozanne wrote to you, and your instructions to me, hoping against hope I spared no pains in persuading the cultivators to give their wheat, and was glad to find that my exertions were not in vain. Were it not for the orders that were subsequently received for collecting horses as well as men, to which my whole attention was directed, I feel sure I could have, as I once wrote to you in one of my letters, got work for the machine at least for a month, if not more. However, whatever I was able to do was, in my opinion, sufficient to let the cultivators in this taluka understand the value and use of the machine. It first came at Lasalgaon on the 23rd ultimo and left Khervadi this day, it thus being in the taluka for more than a fortnight.—I have, &c.,

MAHADEO BALKRISHNA, Mamlatdar.

No. 2653 OF 1885.

NASIK COLLECTOR'S OFFICE,

AMBEGAON, 13*th April*, 1885.

MEMORANDUM.

A copy of the Niphad Mamlatdar's report on the working of the wheat thrashing machine during the fortnight it has been in his taluka is forwarded to the Director of Agriculture for perusal and submission to Government with his remarks, if he considers it advisable.

2. The Collector is glad to find that the sound sense and energy of the Mamlatdar has prevailed over the naturally strongly exhibited prejudices of the cultivators at the first advent of the machine. "The proof of the pudding is in the eating," and the immediate rise in the value of the machine-thrashed wheat will have done more to dispel doubts and superstition than any quantity of talk.

3. The operations of the machine are now fully well known and appreciated in this district, and there should be no further hindrance to its introduction elsewhere.

4. Great credit is due to the Mamlatdar and Mr. N. Krishnarao Vinchurkar for their energy and intelligence they have displayed.

W. WOODWARD, Collector of Nassik.

No. 2 OF 1885.

From NARSINGRAO KRISHNA VINCHURKAR, Esq., to W. WOODWARD, Esq., Collector of Nasik.

CAMP NIMBGAON, 19*th March*, 1885.

SIR,—Your memo. No. 1795 of 1885, dated 16th March 1885, forwarding a copy from E. C. Ozanne, Esq., Director of Agriculture,

Bombay, No. 237 of 1885, dated 14th March 1885, was received this day, and in reply I have the honour to state that prior to the receipt of your memo. I have requested the Mamlatdar of Niphad to find out a suitable situation for the working of the thrashing machine near the Lasalgaon Station and to grant me every assistance in gathering the wheat straw from his surrounding villages which are quite close to the railway station.

I have also ordered my clerks to go about my villages and instruct the people with the advantages of the machine, and at the time try and collect as much unthreshed wheat as possible for its working.

The rumour of its disadvantages in working, spread from Niphad, greatly hindered its progress, and I had a great deal of trouble and bother before I could make them understand with its real benefits; and I am glad to state that many have promised to get their wheat threshed by the machine, though partially and not wholly, as an experiment at the beginning; and I hope that if they approved of the economy of the working, they will thresh their stores wholly.

If the machine, in my opinion, be furnished with straw-bruiser and thus save the labour of retreading the chaff by bullocks, I am sure the rayats will gladly avail of the machine.

The machine will in all probability be worked on Monday next as promised, but if in case a delay of a day or two happens you will kindly excuse me for the same. Your presence on the occasion will, I hope, greatly honour the proceedings.—I have, &c.,

NARSINGRAO KRISHNA VINCHURKAR.

No. 2030 OF 1885.

Forwarded to Mr. Ozanne for perusal with reference to his No. 237, dated 14th instant.

A demi-official from the Mamlatdar of Niphad on the subject is also appended for persual and return.

W. WOODWARD, Collector of Nasik.

MACHINERY DEPARTMENT,

103, CLIVE STREET, CALCUTTA, 1*st May*, 1885.

E. C. OZANNE, ESQ., Director of Agriculture, Lonavli.

DEAR SIR,—*Steam-thrashing Machine.*—We have much pleasure in handing you a report of the work done by the steam-thrashing machine at Lasalgaon, Niphad and Khervadi. Part of the wheat thrashed at Lasalgaon was supplied by the "Vinchukar"; the remainder was collected by the Mamlatdar of Niphad. The total outturn was 68 bags of clean wheat; out of this 42 bags were sold by auction, realizing Rs. 78 a khandi (local), which was stated to be Rs. 6 above the market rate for wheat trodden out by bullocks and winnowed in

the ordinary native manner. Much of the grain was poor in quality and slightly "rusted".

A good deal of interest was shown in the working of the machine by most of the leading Native gentlemen of the district, including the Chief of Vinchur. It was urged that the straw was not made into "bhusa," and that bullocks would not eat it; but a number of bullocks having been allowed access to the straw heap, they ate it freely, and in preference to bhusa."

On completion at Lasalgaon the engine and thrashing machine were taken by road to Niphad drawn by three pairs of bullocks each; later on, it was found that two pairs of good bullocks could draw each machine with comparative ease on a tolerably level road. The whole of the wheat thrashed at Niphad on the second visit of the threshing machine was collected by the Mamlatdar.

No. 136 bags of clean wheat were thrashed out, and the rate offered gradually increased from Rs 75 to Rs. 80 per khandi (local).

The cultivators were shown that bullocks would eat the straw direct from the thrashing machine in preference to "bhusa." This is probably in consequence of the "bhusa" being more or less tainted by the urine and droppings of the bullocks when treading out the grain.

Prior to the removal of the thrashing machine from Niphad to Khervadi, the cultivator, for whom it was first set to work at Niphad and whose principal objection to it was that it did not make "bhusa", came forward and wanted to buy the whole of the straw and the chaff. His desire to purchase it may have risen from an expectation of getting it cheap, but it is to some extent significant of the value which he attached to his own objection.

At Khervadi the wheat furnished was collected by the Mamlatdar of Niphad from sixteen different owners. In thrashing it out, each owner's wheat was kept separate. The quantities varied from half a bag to 40 bags, and the total was 146 bags clean wheat.

The wheat was generally poor in quality; but the trial was, on the whole, the most satisfactory of any made in the Deccan.

The old objection about the straw not being made into "bhusa" was brought forward, but was not so strongly urged here as in Niphad, Lasalgaon and Puntamba. We may mention here that, in addition to the more or less rational objections raised against the thrashing machine, a rumour obtained credence with some cultivators that its introduction was a device of the Government to find out the actual quantity of wheat grown by them, and assess them accordingly; while some had a superstitious belief that their gods and goddesses would forsake them for ever if they countenanced the thrashing of their wheat by the steam-thrashing machine.

The experiment of practically testing whether bullocks would eat the straw as it came from the machine was again tried, with the result, as before, that they were found to eat straw or chaff as turned out by the machine, passing by the 'bhusa', showing, however, a decided preference for the chaff. This experiment was repeated in the presence of the Jaghirdar of Chandori and a number of cultivators, who

seemed much surprised and somewhat disappointed at what they probably considered the bad taste of the bullocks.

Judging from the crowds who daily thronged round the thrashing machine, visitors must have come from all the villages round. Their number and curiosity sometimes interfered with the carrying on of the work; some of them had been led to expect that the grain was made hot in the machine, and were surprised to find that they had been misinformed.

The percentage of grain broken was much less than when the machine was first set to work at Niphad; it was so small that little reference was made to it, even by those who were apparently searching for defective points of the working of the machine. This is probably due in some measure to the rough surface of the "drum beaters" getting now off.

In the absence of arrangement of the wheat in a convenient position for being "pitched" on to the machine, the back of the forks or tools of any description and the employment of labourers, the majority of whom do not seem to have an idea beyond doing as little as they possibly can for their wages, no reliable data of cost of working could be obtained; but supposing all arrangements made for economically working as in Europe, the actual cost of thrashing and dressing ready for the market should not be much more than one anna per Bengal maund.

The energy displayed by the Mamlatdar of Niphad in collecting wheat and giving every assistance in his power for the successful working of the thrashing machine is deserving of special notice, and we beg through you to express our thanks for his important aid. We trust you will kindly bring his exertions in this matter to the notice of the Collector of the Nasik District, W. Woodward, Esquire, under whose instructions he acted.

On completion of the work found for the thrashing machine at Khervadi, it was taken by rail to Jubbulpore in accordance with an arrangement made in December last with three of the leading Zemindars of that district—

Messrs. Seth Gokuldas Balabdas Rai Bahadur.
„ Seth Udaychand Kasterchund.
„ Seth Bajnath Sreekessen Panda.

The arrival of the machine at Jubbulpore was later than the time originally fixed, and it was stated that the most of the thrashing was already done in the ordinary way by bullocks. This, however, scarcely explains the apathy and indifference to the advent of the machine by two out of the three zemindars mentioned, who had willingly promised to give it a trial. After some difficulty and delay a small quantity of wheat was found by the Rai Bahadur Seth Gokuldas Balabdas for a trial run.

The trial was witnessed by the Commissioner J. W. Neil, Esq., the Deputy Commissioner C. W. McMim, Esq., A. C. Wingrove, Esq., J. F. Walker, Esq., (Messrs. Ralli Brothers' Agent), G. G. White, Esq., C. E., Seth Gokuldas Balabdas Rai Bahadur, and a number of Native gentlemen.

The wheat supplied was mixed with gram in the proportion of about 1 gram to 4 wheat. The most of the gram was separated from

the wheat, but the small gram, about the same size as the wheat, could not possibly be removed, except by hand-picking.

A small percentage of the gram was split in the process of thrashing; this is inevitable when two kinds of grain so totally different in size and form are put into a thrashing machine together.

The old objection about the straw not being made into "bhusa" was raised, but on being shown that bullocks would eat the straw and chaff produced by the machine in preference to "bhusa", two other reasons were adduced to prove that "bhusa" was indispensable. One was that long straw would not do to line thin grain pits with; the other was that nothing but "bhusa" would serve for mixing with the clay or mud used for building purposes. Another objection made was that the machine removed the small seeds of wheat and made "seconds". The zamindars said: "What can we do with these seconds? We cannot sell them; we cannot use them for seed. Thrashed and winnowed in our own way, we can sell good and bad together."

They were shown that, if they preferred it, the whole of the grain, both firsts and seconds, could be run into one bag.

It is difficult to imagine that both the cultivators and the merchant prefer—the one to sell and the other to buy—dirty and imperfectly dressed wheat; yet such seems to be the case, though it is very certain that they cannot both benefit by it.

The removal of the machine from Jubbulpore was delayed a few days to enable Mr. Fuller, the Director of Agriculture for the Central Provinces, to see it worked.

The Deputy Commissioner C. W. McMim, Esq., kindly found a small quantity of comparatively clean wheat for this purpose, and Mr. Fuller expressed himself much pleased with the samples of clean grain produced, and seemed to think the ultimate introduction of steam-thrashing machinery was merely a question of energetic perseverance in pushing it.

The objection about the straw not being made into "bhusa" could be removed by the attachment of a "double drum straw-bruising apparatus" as supplied by Messrs. Marshall, Sons & Co. with some of their thrashing machines; but the apathy on the part of both merchants and cultivators as to the wheat being thoroughly dressed and clean or otherwise, is more difficult to deal with, and probably a greater hindrance to the introduction of steam-thrashing machines into India than all the objections made by the cultivators put together. This is a matter for the Chamber of Commerce to take up; but the introduction by Government of one standard of weights and measures for the whole of India would tend to show the cultivator that he cannot, as a rule, be a gainer by selling imperfectly dressed and dirty grain.

We beg to thank you on behalf of Messrs. Marshall, Sons & Co. and ourselves for your invaluable assistance in this the first attempt to introduce steam-thrashing machinery into India. We would also beg to express our sense of obligation to the Collector of the Nasik District, W. Woodward, Esq., and the Collector of the Ahmednagar District, J. Elphinston, Esq.—We are, &c.,

BALMER, LAWRIE & Co.

No. 7803.

REVENUE DEPARTMENT.

BOMBAY CASTLE, *25th September* 1885.

Letter from the Director of Agriculture, No. 969, dated 18th July 1885—Submitting a report on the trial with steam machinery for thrashing wheat sanctioned in Government Resolution No. 10057, dated 22nd December 1884; sketching out the circumstances which led to that experiment; and making proposals for further action.

Memorandum from the Director of Agriculture, No. 1200, dated 17th August 1885—Submitting with reference to his letter No. 969, dated 18th July 1885, copy of a letter, dated 13th August 1885, from Messrs. Balmer, Lawrie & Co., Agents for Messrs. Marshall, Sons & Co.; and requesting that yearly orders may be passed on the important subject of the further experiments with the steam thrashing machine.

Letter from the Director of Agriculture, No. 1294, dated 31st August 1885.

RESOLUTION.—Copies of the report submitted by the Director of Agriculture on the result of the trial made with steam machinery for thrashing wheat should be forwarded to all Commissioners, Collectors and Political Officers attached to Native States, and the Chambers of Commerce at Bombay and Karachi for information.

2. Messrs. Balmer, Lawrie & Co., should be thanked for the enterprize shown by them in sending the steam wheat thresher fully equipped and manned to this Presidency for experimental purposes. The thanks of His Excellency the Governor in Council should also be conveyed to the Chief of Vinchur and Rao Saheb Mahadev Balkrishna, Mamlatdar of Niphad, for the energy and foresight displayed by them in facilitating and furthering the objects of the experiments.

3 The proposed payment of Rs. 1,250 to Messrs. Balmer, Lawrie & Co. as the Government share of the expenses incurred by them on account of the carriage and working of the machine, is sanctioned.

4. The Governor in Council is unable to entertain the proposal made by Mr. Ozanne that Government should buy the engine and thresher used last season at a maximum cost of Rs. 4,000 and work them in Khandesh in connection with the Bhadgaon Farm, as there is no budget grant for the purpose and as it is not an object on which Government can ask the Government of India to sanction expenditure while the veto on all extraordinary outlay is sustained. In the circumstances the best course to adopt is to offer to Messrs. Balmer, Lawrie & Co. to bear half the expense, as proposed, of another experiment in Gujarat next season, with the promise to buy one smaller complete machine for the Bhadgaon Farm hereafter, if the new experiment is fairly successful. The Director of Agriculture should be requested to ascertain if the Vinchurkar or some Chief in Kathiawar would buy the old machine.

J. MONTEATH,
Under-Secretary to Government.

APPENDIX G.

THE ADULTERATION OF COTTON.

No. 14 of 1885.

REVENUE DEPARTMENT,

BOMBAY CASTLE, *3rd January*, 1885.

The SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to Government Resolution, No. 8507, dated 28th October, 1884, I am directed to forward herewith for the information of the Chamber copies of the papers noted in the margin on the subject of measures for the prevention of the adulteration of Indian cotton with the following remarks of His Excellency the Governor in Council.

Letter from the Collector of Khandesh, No. 6818 dated 3rd December 1884, and accompaniments.
Memorandum from the Commissioner, C. D., No R 6202, dated 6th December 1884.
Letter from the Director of Agriculture, No. 1206, dated 11th December, 1884.

2. Supply will always adjust itself to demand and in the opinion of His Excellency the Governor in Council the only real way to make the Khandesh cultivators grow good cotton is to make them feel that that is the only kind they can sell. The buyers for export alone, can do this, and not even a Penal Act can do any extensive good while there is a ready sale for inferior and mixed cottons. If the trade would take decisive steps to exclude 'waradi' cotton from the market, then would come the time to help them by supplying pure seed and giving prizes for good cultivation and for the appointment of a commission to advise on the measures to be taken.

3. I am to express the earnest desire of His Excellency the Governor in Council that the Chamber will vigorously co-operate with the executive in finding the true remedy for the present unsatisfactory state of the cotton trade.—I have, &c.,

J. MONTEATH,

Under-Secretary to Government.

No. 6848.

CAMP SINDI, *3rd December*, 1884.

From W. H. PROPERT, Esq., Collector of Khandesh, to E. P. ROBERTSON, Esq., Commissioner, C. D.

SIR,—I have the honour, as requested in your memorandum No. R.—5169 of 20th October 1884, to report upon Government Resolution No. 8066 of 13th idem, on the subject noted in the margin, and, in so doing, I shall have to refer to the remarks contained in the preamble to Government Resolution No. 8507 of 28th October last, Revenue Department, and also to Government Resolution No. 7296 of 12th September 1884, Revenue Department.

Proposed measures for preventing the adulteration of Indian cotton.
Grant of prizes for improving the cultivation of cotton in the Dharwar District.

2. Government must be well aware that, for years past, the most strenuous exertions have been continuously made in Khandesh to improve the cotton of the district. For some years, the task was not very arduous, inasmuch as the Cotton Frauds Act facilitated procedure to a very great extent: after the Act was withdrawn, it of course became more difficult to ensure entire obedience being paid to the Collector's orders: still, for a considerable period, the quantity of Waradi cotton grown was by no means large.

3. Government are already in possession of reports made, and circulars issued by myself, up to quite the end of 1882, and these will prove very clearly that, in striving to prevent the spread of inferior cotton, I oftentimes went near overstepping the bounds of legal authority.

4. After the monsoon of 1882, and more especially during the sowing season of 1883, the cultivators got out of hand, and in some cases, actually informed my Assistants that they would, in future, grow whatever cotton they pleased.

5. Now this rebellious spirit was simply engendered by—

1*st*.—the fact that the people in general had gradually learnt that the Cotton Frauds Act was a thing of the past, and that no restraining authority remained in the hands of the Collector.

2*nd*.—the fact that the price of Waradi (inferior) cotton had lately reached or very nearly reached that of Dharwari or Hinganghati.

6. On discovering this, and verifying the correctness of the information, I at once brought the subject forward for discussion; and a correspondence ensued between the Commissioner, Central Division, the Commissioner of Customs, the Chamber of Commerce, and myself, which ended with a letter from the Secretary to the Chamber of Commerce, dated 20th July 1883, to the Commissioner of Customs, forwarding a report from the Bombay Cotton Trade Association: of these documents, I append copies, as also a portion of the correspondence which preceded the Association's report. I have not had the *precis* copied as it is somewhat bulky.

7. The report, I think, speaks for itself. Who mixes cotton? Who runs up the price of "Waradi" for mixing purposes? Certainly not

the rayats. The dealers then must be held responsible. The rayats found that the market-price of a description of cotton, which is reared with far more ease than either Dharwadi or Hinganghati, and which produces a far heavier crop, had become as high as of the more valuable sorts; they, therefore, set to growing that which gave the least trouble and paid the best. Had the merchants refused to buy it, "Waradi" would have disappeared in one season, but they did nothing of the sort and what is more they still continue buying up the objectionable cotton in large quantities.

7. Over cultivators alone, it may be possible for district officers to exercise a restraining influence, although having no legal enactment to back them, but when the cultivators are virtually encouraged by the merchants to produce an inferior cotton for mixing purposes, the Collector is helpless.

8 I am perhaps expressing myself somewhat strongly in this letter but I feel strongly on the subject as I consider it most unfair to hold district officers in any way responsible for the cultivation of inferior cotton, as long as merchants choose, for reasons best know to themselves, to pay full price for the rubbish. Of the truth of my assertions, I have fully satisfied myself, and if necessary, I could give the names of various merchants, European and Native, who have confessed to me that they themselves are just as much to blame as the ignorant rayats.

9. The consequence of the unnatural and unhealthy system obtaining during the last two years is, that but little pure seed is now obtainable, except at the Bhadgaon Farm, and amongst a few well-to-do cultivators who have refrained from following the objectionable example set them, and here I may mention that a very large majority of cultivators in Khandesh have but little voice in the question, as to what kind of cotton should be sown. The seed is supplied by the wanio or middleman, and the crop is virtually disposed of before it is grown. If pure seed be supplied, pure cotton will be grown; if however, the village dealer finds that he can get a good price for an inferior article which is very easy to grow and very abundant in quantity, he naturally supplies mixed seed.

10. I have no hesitation in saying that, had dealers and merchants, local and foreign, small and great, assisted me in my efforts to sustain the good name of Khandesh cotton, any time within the past three or four years, the "Waradi" variety would have been virtually stamped out; but they neglected to do this, and consequently a very large proportion of the cotton seed of the district has become hopelessly mixed and ruined beyond redemption.

11. Before considering the subject of Government Resolution No. 7296 of 12th September last, Revenue Department, regarding the grant of prizes for improving the cultivation of cotton, I will refer to a later Resolution, viz., Government Resolution No. 8066 of 13th October last, and especially the preamble thereof. In the letter from the Secretary to the Bombay Cotton Trade Association, it is hoped that "Government will desire its district officers to discourage the practice of growing different growths of cotton together, &c., &c., and also to point out to the cultivators the benefit of persevering with the cultivation of the finer descriptions of the staple, &c., &c., &c."

These points are again adduced by the Secretary in his letter of 14th October 1884—*vide* preamble to Government Resolution No. 3507 of 28th idem.

12. In reply to the above, I would ask what have I myself and probably many other district officers been doing for years past, with all our heart and soul? The cotton merchants, I perceive, cry loudly enough when the milk is spilt: but who caused the spill? Why?—the merchants and dealers themselves, not the district officers and rayats.

13. I have now only to consider the proposals which originated with Mr. Crawford, Commissioner, Southern Division, the results of which are discussed in Government Resolution No. 7296 of 12th September last, Revenue Department, and, in so doing, I would invite attention to a lately defunct or suspended institution called the Maheji Exhibition. Annually, for many years past, a very handsome sum has been awarded in prizes for the best samples of exotic cotton, the first prize carrying with it (up to three or four years ago when the supply ran out) a handsome good medal. Good cotton involve good seed, and it will thus be made manifest that until quite lately there must not only have been good seed in Khandesh, but that every possible effort has been made by local officers to encourage the growth of the best kinds of cotton *only*. I, therefore, submit that, for years past, we have been actually adopting the very course now *suggested* for Dharwar in paragraph 3 of the above-quoted Resolution.

14. I must confess to experiencing great difficulty in making any practical suggestions for the future, unless the merchants themselves combine in refusing to buy rubbish and mixed varieties. Bangles, either gold or silver, may be distributed freely, but a ship load of such commodities will, I fear, hardly suffice to turn the people from the error of their ways, as long as "Waradi" cotton continues remunerative. Were local dealers just for once to find their adulterated stock of cotton unsaleable, there would assuredly be a revolution within twelve months, such as bangles and other prizes would fail to effect in ten years, although strewn broad-cast through the land.

15. At the present time, the people of Khandesh are growing Waradi cotton for the following reasons, some of which I have mentioned in previous paragraphs:—

1st.—Because it produces a fair crop in seasons of deficient or excessive rainfall, when the Darwadi or Hinganghati varieties suffer to a great extent.

2nd.—Because the outturn of "Waradi" per acre is very greatly in excess of the other sorts, especially during seasons such as those of 1883 and 1884.

3rd.—Because at the prices that have ruled during the past two years, they have made more money out of "Waradi" than they would probably have obtained from either Dharwadi or Hinganghati.

16. That the present policy is suicidal, short-sighted and fallacious, *we* all know, and consequently every argument adduced by the Secretary to the Cotton Association in his letter of 14th October

last, has already been (to use a vulgar expression) rammed down the throats of our Khandesh rayats and middlemen over and over and over again ; but is it to be supposed for a moment that the ordinary rayat or even local dealer, who cares but little for "the future," will appreciate the advice of the Cotton Association or the Collector as long as the high price obtainable for Waradi, gives in the minds of the ignorant the lie direct (so to speak) to the arguments adduced, true and sound though they be ?

17. Now, in order to restore the good name of Khandesh as regards cotton, it will be necessary—

1*st*—to provide either from within or without the district a sufficient supply of pure seed ;

2*nd*—to induce the cotton growers of the district, *of their own free-will*, not only to assist in providing pure seed, but also to use it when provided.

18. Both these measures are, I fear, difficult of accomplishment. When Mr. Ashburner, in 1863-64, first took in hand the improvement of Khandesh cotton, he induced two merchants of Dharangaon to import pure Hinganghat seed, and they, after adding the actual expense of carriage, sold the seed to the rayats without profit to themselves, the distribution having been carried out under the supervision of the late Mr. Hewett of the Cotton Department. "Dharwadi" seed was imported in about 1867-68, but as I am now away from my Head-Quarter Records, I am unable to give the details of the operation.

19. It might of course be possible once more to obtain pure seed for local distribution, but an observation made in the Report of the Cotton Association appended to this letter, raises a doubt in my mind; these words having been used : "The reputation of Khandesh and *certain parts of Berar cotton* has been seriously injured by the admixture, during the past two years, of the short-stapled varieties &c., &c."

20. If then Berar as well as Khandesh has commenced a retro grade movement, it would seem hardly worth our while to indent on Hinganghat which is but a short distance beyond the frontier, or Berar itself for fresh seed, and in support of this view, I may state that in the hot weather of 1882, just after the issue of one of my notices threatening the growers of Waradi cotton, with divers pains and penalties, I received reports from certain Mamletdars, to the effect that no pure seed was obtainable locally. I, therefore, persuaded two rich merchants of Dhulia to import pure seed for sale to the people. They did import a considerable quantity from Umravati, but subsequently I found, to my disgust that, when the seed was examined by respectable experts in two or three talukas, they unanimously declared the consignment impure, *i.e.*, it contained a certain percentage of mixed seed. In short, it was generally decided that equally good seed was procurable at the time in Khandesh itself.

21. As regards Dharwar, although I do not find it expressly so stated, we may fairly conclude, that if special inducements in the shape of bangles, &c., have been found necessary to stimulate the cultivation of superior cotton, *the local crop in all probability has of late*

shown signs of deterioration; perhaps, therefore, we should hardly be doing right in incurring a heavy pecuniary responsibility in importing Dharwari seed; more especially, as I found about five or six years ago, after consulting the Dharwar District Officers, that the cost of pure seed, by the time it reached Khandesh, would become almost prohibitive.

22. Again I venture to think that the importation on a large scale of new seed from other parts of the country *at the present time* would be rather a risky venture. It is quite certain that we could not possibility *force* the cultivators to buy it, and until they see, as I have before explained that "Waradi" has really become a mere drug in the market, they will not willingly revert to the exotic varieties, which, except during the short period of abnormally high prices, have *never* (for reasons already explained) been *popular* amongst a vast majority of the growers.

23. If, as I think I have clearly shown, importation from without on a large scale is undesirable, we can only fall back upon our local resources. These consist of a little *pure* seed, and any quantity of a mixed and inferior sort.

24. Mr. Stormont, the Superintendent of the Government Farm at Bhadgaon who is now with me, states that several tons of pure seed, chiefly Dharwadi, will shortly be available for distribution from the Government Farm alone; such a supply however, though useful, would not of course go far, when spread over a cotton-growing area of about nine hundred thousand or one million acres, and yet, even this quantity, we cannot make sure that cultivators will be disposed to purchase. As for obtaining locally, *large* supplies of good seed, both Mr. Stormont and myself, after much consideration, are bound to declare that we see no chance of our being able within a reasonable period to effect such an arrangement.

25. For the improvement of *next* year's crop, I fear that but little can be done locally, but if funds be forthcoming, it will not be difficult with a view to *future operations*, for the Superintendent of the Farm, as also some of our more intelligent Revenue Officers, to buy up, even at a rate somewhat in excess of the market-price, certain chosen crops of Dharwadi cotton; by this, I do not mean entire fields of the Dharwadi variety, because such would be difficult if not impossible, to find, but *the Dharwadi plants growing amongst the present mixed crops.* "Dharwadi" ripens before the other kinds, and consequently the pods of that description could be gathered and kept separate from the remainder of the crop. This process, Mr. Stormont assures me, could be carried out with the greatest ease. If then, after retaining the seed for local distribution, the cotton itself were to be sold to dealers, whom we could trust to send it to Bombay in its pure state, we should be able to show the merchants that good American cotton can still be produced in Khandesh, and also demonstrate to the people of the District that *good* cotton grown in Khandesh, will still command a high price. I have made the above proposals regarding "Dharwadi" alone, as the prosperity of Khandesh as regards its income from cotton was certainly due to that variety rather than Hinganghat, which although perhaps more easily grown over a small portion of the district, *viz.*, the black soil valley of

the Tapti, must yield the palm as regards value and general suitability to the American plant.

26. I have carefully considered Government Resolution No. 7296 of 12th September last regarding the grant of prizes in Dharwar, but, as copies of the Commissioner Southern division's report have not been circulated, it is difficult for me to ascertain what steps were in reality taken in that district. As regards Khandesh, I shall be very happy to try the proposed system of rewards either in the shape of bangles or money, as the experiment can do no harm, even if it fail, as I fear it will, to attract the attention of the bulk of cotton-growers, scattered as they are over an area of many thousand square miles.

27. Before, however, submitting specific proposals and practical rules, I should like to be supplied with the details of the Dharwar operations, as well as being informed as to the approximate amount which Government and the Bombay Cotton Association would be willing to place at my disposal for the purpose of purifying the cotton seed of Khandesh. It must of course be remembered that the district covers a very extensive area, and that in order to make the influence of prizes *generally* felt, they must be fairly numerous and obtainable in each sub-division or taluka.

28. I have now I think touched upon every point of importance connected with the cotton question in Khandesh. Regarding some of my premises, I may possibly be wrong, but I can at any rate conscientiously say that every assertion I have made is based either on personal experience or the best information available. In all probability the remarks I have made regarding merchants and dealers, will be called in question by some, but I should be glad to see the matter discussed, and am therefore in hopes that my present letter may at any rate receive the same attention at the hands of Government, as the communications received from the Mercantile Associations, which are periodically circulated for the information and guidance of district officers.

29. If the gradual regeneration of Khandesh cotton seed by the system of "selection" proposed in my para. 25, be accepted, and sanctioned, as sound and practical, and if it be finally decided that an attempt should be made to foster the spirit of emulation by means of bangles and other prizes, I will undertake, at any rate as long as I myself remain in Khandesh, that every effort shall be made to ensure success; the result however will be slow, very slow, and gradual, inasmuch as the Monster "Waradi" will, I fear, for some time to come, succeed in defying even the most strenuous efforts of our district officers, unaided as they are, by legal authority, or the co-operation of those most interested in the production of good and pure cotton.

30. In conclusion, I have only to refer to the strange and apparently inexplicable objections entertained by the Bombay Associations on the subject of a new Cotton Fraud Act. The trade is suffering from "mixed" cotton; the "Waradi" is only useful for mixing purposes; make dishonest mixing illegal (as it was for years), and Waradi will disappear. Adulteration as regards many articles of commerce is punishable, why not make adulteration in the case of cotton also penal? On a previous occasion it was found practicable

to do so, and the result benefited both producers and buyers. Let it then be tried again.

31. Unless this be done or the respectable merchants of Bombay, by refusing, even for one short season, to purchase mixed cotton, and thus leaving the rubbish to rot in the godowns of the mofussil middlemen, actually force the producers to change their present tactics, the results of any steps which we officials may take for the restoration of Khandesh cotton to its former high position, will assuredly be slow, and uncertain, while it is just possible that our attempts may be altogether futile.—I have, &c.,

W. H. PROPERT, Collector of Khandesh.

No. $\frac{R}{6202}$ OF 1884.

REVENUE DEPARTMENT,

POONA DISTRICTS, CAMP DHOND, 6*th December*, 1884.

Submitted to Government.

2*nd*. I entirely concur with Mr. Propert's remarks. They are a plain statement of facts and of facts that show how by giving way and repealing the Cotton Frauds Act what grave damage has been done.

3*rd*. As things now stand, the local officers cannot interfere except by advice, and have, therefore, no right to move beyond giving advice and trying to get the people to use such good seed as is offered to them.

4*th*. When, a year or two ago, in Khandesh, I saw fearfully mixed cotton being prepared for transit to Bombay ; I examined it well and expressed surprise. The gentlemen who was attending me said : " My duty is to buy to sample ; here is the sample received ; it is largely mixed, and I can only supply to sample by mixing."

5*th*. Merchants have over and over again informed me they wished the Cotton Frauds Act were in force. The fact is they do not like to look back and ask for an Act which they cried down with so much vehemence.

6*th*. Without some fresh and stringent legislative enactment both the cotton and seeds trade will be ruined, and the sooner the merchants and the Chamber of Commerce see fit to repent of their past policy and opposition to the Cotton Frauds Act the better for trade and for the merchants.

E. P. ROBERTSON,
Commissioner, C. D.

No. 1206 OF 1884.

POONA, 11*th December*, 1884.

From E. C. OZANNE, ESQ., Director of Agriculture, Bombay to the SECRETARY to GOVERNMENT, Revenue Department.

SIR,—I have the honour to submit a proposal regarding a measure which I think ought to be taken prior to further efforts to improve the cotton of Khandesh and other districts. The growing evil of

adulteration is one which is just now receiving great attention on all sides, and there can be no doubt that it is a subject of most serious import. Before I make my proposal I would present a short summary of the facts which have to be met, and of the opinions which have of late been published regarding the deterioration which is acknowledged by all.

2. For many years, as is well known, great efforts have been made, especially in the Dharwar and the Khandesh Districts. In the former, all effort was concentrated in introducing a long-stapled American cotton and with it the saw gin, under the full conviction that the saw-gin is an essential to the improved variety. In Khandesh a different course was pursued. I will not attempt to describe the measures adopted by Mr. Ashburner as Collector. His object was to substitute, for the indigeneous short-stapled variety, a variety indigenous in the Berars which is called Hinganghati. Of this there are to sub-varieties, Jari and Banni, both far superior to the old Khandesh cotton. Mr. Ashburner made up his mind that the only sure method was to extirpate the cotton of the district and sow the whole area with the improved variety. The steps taken are described in the *Khandeish Gazetteer*. From the summary there given, it will also be seen that long before (in 1850) an attempt to introduce New Orleans cotton had been made which was carried on for some years. The feeling, however, became general that it was not suited to the soil and climate of the district; at any rate when Mr. Ashburner took up the subject in earnest, he gave the preference to Hinghanghati. But about 1873 New Orleans cotton again came into favour, and for some years its growth was encouraged. It was in fact forced on the cultivators, and as long as the Cotton Frauds Act and the Inspecting Staff of the Cotton Department existed, so long it kept its ground. Occasionally favourable years made it very profitable. But as the principle of non-interference won its way, its cultivation gradually but steadily fell off in spite of the indisputable fact that sustained endeavour has been made on the part of the local district officers to keep down what is called the Warady variety.

Now what is this variety? Its characteristics are well known. It suits the district. It is short stapled and unless for export, except so far as it can be mixed with better varieties. To some extent this admixture appears fair. It has its recognized uses, *viz.*, "for the low counts of yarns used in the course cloth worn by the local poor." But if admixture is used for export purposes, it is virtually fraudulent. Its object can only be to pass off a mixture of a good with an inferior variety for a good one, and there are ample grounds for supposing that this last object is the main one now, (*see* correspondence embodied in Government Resolution No. 8066, dated 13th October 1884, where the Liverpool Chamber complains of the growing evil of adulteration). But whence did this cotton come? Is it the old indigenous Khandesh variety? If so, why is it called Waradi? I think if the statement of the Patel, recorded in the Appendix of my Annual Report, is read, and with it the discussion at Amraoti and the ensuing correspondence received with Government Resolution No. 9528, dated 3rd December 1884, my supposition will be seen to be not far wrong that the Waradi is really the cotton introduced with so much energy and with such interference with the desires of the rayats by Mr. Ashburner.

I may be wrong, but at any rate, the Berar people call the inferior stuff which now seems likely to cover their country, Khandeshi, and say that it has come from the seed which Mr. Ashburner drove out of Khandesh. There is not much difference, if any, between Khandeshi and Waradi. I dare say if adjacent plots were sown with the two kinds, it would be difficult to detect any difference. I feel sure that Mr. Ashburner could not have secured 1,717 tons of pure seed of genuine Hinganghati; what he got was, I believe, very mixed. Much of it was the old Khandeshi, the people found that the seed they were permitted to sow contained some portion at any rate which suited their climate and soil and their tastes. It was natural enough for them to select for future sowings seed from bolls of plants which did well and even without any such selection, natural selection—the survival of the fittest—must have tended to produce the same result.

To sum up, in spite of all that has been done, scarcely was the restriction withdrawn before the so-called Waradi completely reasserted itself.

The very last cotton report (for 1882-83), issued by Mr. Pritchard, was able to show cause for congratulation on account of what appeared a continued and extended displacement of Waradi. Not many months have passed, and what is the state of things now? In one word Waradi has made gigantic strides, and if the rayats are left to themselves, as Mr. Robertson says, the Dharwar American cotton will very soon be a thing of the past.

3. Turning now for a moment to Dharwar, the Commissioner, Mr Crawford, has, for two years with the full approbation of the Chamber of Commerce and the Cotton Trade Association, endeavoured to revive the interest of the people in favour of the acclimatized variety. His experiment in 1883-84, was reviewed in Government Resolution No. 7296, dated 12th September 1884, and by the Chamber of Commerce and the Cotton Trade Association in the letters printed in the preamble of Government Resolution No. 8507, dated 28th October 1884.

This experiment consists in special effort on the part of the district officers to procure good unmixed seed, and to reward the most successful attempts on the part of the cultivators in the cultivation of unmixed Dharwadi cotton. The experiment has had some good results, but though it is free from any element of forcing the people to act against their better judgment, it is in my humble opinion totally inadequate as a means of dealing with the existing state of things in Khandesh.

Government asked the Khandesh Authorities whether this scheme could not with advantage be introduced into Khandesh. The review of the opinions received in reply is contained in Government Resolution No. 9541 of the 26th December 1883. The Collector, the Commissioner and I were all averse to such a measure. It is not because there is any disagreement with the theory, "that there is nothing better established than that the selection of seed has a great effect in improving the produce." This is undoubted and irrefutable. I however for one cannot subscribe to the next paragraph "that the offer of prizes for the best cultivation with selected seed is very likely to result in much permanent benefit." This may do good in Dharwar, but it will not avail one little in Khandesh, and this is because the people have had ocular demonstration as to the advantage which they

may except from growing Dharwardi. They have had bitter experience, and as I say prizes will not tempt them to sow Dharwadi to any such extent as to produce permanent advantage. Besides, the system of prizes has had a very full trial in the working of the late Maheji Exhibition. I will not speak further on this particular point. I have seen Mr. Propert's reply to a further call for an opinion on this matter. This call was made in a later Resolution, *viz.*, No. 8507, dated 28th October 1884.

4. I have carefully read the Proceedings of the Special General Meeting of the Members of the Cotton Trade Association held in Bombay on the 20th August 1884, and the rules and regulations drawn up by that body with the object of preventing adulteration. These rules and regulations appear well adapted to protect the interests of the buyer against loss by the fraudulent or ignorant admixture of short-stapled varieties with better qualities. But no action is taken unless the parties—one or the other—appeal to the Association. The rules would have no effect in preventing the purchase of mixed bales, if the buyer is willing to accept them.

The rules, in short, though well adapted for the purpose for which they were made, will have little or no effect in the matter of improvement.

But the discussion of the members of the Association dealt with what are to Government and Government Officers matters of greater interest.

The first point decided was that there are not sufficient grounds for asking for a new Cotton Frauds Act. In so far as this decision means that there are not grounds for forcible interference with the growers, as to the kind of cotton they should grow, I am humbly of opinion that the decision was right. The plan of coercion has had full trial and has failed utterly.

I understand the Association to desire earnestly some workable method of preventing fraudulent admixture, but to believe that legislation tending in that direction, though desirable, is not likely to gain its end without such interference as would do harm rather than good.

The Association reiterate the advice of the Chamber of Commerce to offer prizes for well-tilled fields and excellent samples of seed and so forth, but the final result of their deliberation is an appeal to Government to urge on the district officials to discourage the growing practice of ginning different growths together, and thereby producing a mixed and deteriorated seed, and also to point out to the cultivators the benefit of persevering with the cultivation of the finer descriptions of staple and aiding them in procuring seed for that purpose.

5. Now the proposed measure, which I am about to suggest for adoption, will, at any rate, show the Chamber of Commerce and the Cotton Trade Association the utter futility of trusting to district officers, however powerful and however willing, in the manner suggested.

My proposal means further enquiry, and that will prove the following facts:—

(1.) That it is not to the benefit of the growers to grow Dharwadi everywhere.

(2.) That the warnings that "directly the production of Waradi cotton becomes more than can merely be absorbed for admixture with better staples, its value will depreciate

materially, and that that point has now very nearly been reached," will be sounded in unbelieving ears.

(3.) That the people have not the power, even if they had the will, to deal with American cotton under existing conditions.

(4.) That the Khandesh rayat cannot choose what cotton he should grow. His crop is sold before it is grown. His seed is supplied by the bania. His crop is ginned by the bania.

(5.) That the Dharwadi cotton has a chance in Khandesh, only if it is grown in those particular soils which experience has proved to favour it.

6. I wish now to call attention to the discussions that has lately taken place in the Berars. The papers accompany Government Resolution No. 9528 of the 3rd December 1884 just received. I think that those interested in Khandesh cotton must have been intensely attentive to the most able review of the subject by the Commissioner, Mr. Ridsdale. I will not quote from this letter. It must be read from beginning to end. The review by the Government of India is very instructive. The Berar Authorities were anxious to repeat Mr. Ashburner's experiment in the conviction that it had succeeded in showing results of a permanent character. This desire was promptly nipped in the bud by Mr. Buck's plain statement of a plain fact that coercion in reality did not succeed in Khandesh. Mr. Buck records the conclusion of the Government of India in this case, and this conclusion affects us as much as the Berars :—

"Any attempt on the part of the State to make the Berar cultivator grow one class of cotton, when his immediate interests prompt him to grow another, is almost certain to end in failure."

Mr. Ridsdale says :—

"I have grave doubts whether such a step as directing the cultivator what particular variety of cotton he shall sow and what he shall not sow is justifiable either on administrative or on economical grounds. If this new variety is pratically profitable to the cultivator, from whatever cause, we cannot reasonably prohibit him from cultivating it. If it results in loss, he will be the first to find it out."

I would only quote one more very important remark made by the Commissioner, Central Division, in his review of a crude attempt to introduce the Dharwar cotton into Kaladgi :—

"I would, however, sound a note of warning, and that is, that it is a great mistake to believe that the Dharwar American is the best variety for India and for all climates."

7. Their is plenty of evidence that practical experience has conclusively proved that interference is not only unjustifiable, but unable to produce lasting results. The merchants, as represented by the Chamber of Commerce and the Cotton Trade Association, are at one with experienced district officers in this matter, and I think that non-interference must be the initial attitude for commencing the enquiry into the best method for adoption.

As far as methods have been suggested, where they do not savour

of interference and dictation, they are impractical and totally inadequate to meet the necessities of the case.

8. Let me here at once state that I am not going to venture to suggest a sovereign specific: all I can do is to hope that my suggestion may lead to the discovery of a plan of action free from interference and yet likely to do permanent good. My conviction is that there is special need for local enquiry, and that that enquiry should be made by a Commission composed in part of Government officials and in part of deputies from the Chamber of Commerce and the Cotton Trade Association.

I do not think that the points at issue are of insufficient importance for such an enquiry. The area of cotton cultivation in Khandesh is about one million acres. I feel sure that the mercantile community have sufficient interest in the matter to readily assist in this important enquiry. Joint action is very necessary. The subjects must be looked at from the point of view of the merchant as well as from that of the district officers. The result cannot but be joint action in dealing with the improvement of the cotton of Khandesh.

9. A local enquiry by a commission of weight and experience will attract the fullest evidence as to the following very important details among others :—

1.—*As to what kind of cotton should be grown in Khandesh.*—Very numerous varieties have been tried. There are many intelligent cultivators, banias and officials who can and will give evidence on this point, and a careful deduction from evidence carefully taken and freely given cannot but throw much light.

2.—*As to how the rayats can be induced to sow different varieties of cotton separately, full scope being given to them to sow whichever variety they may choose.*—Any attempt to induce the people to sow different varieties separately will be valuable. True, the very principle of sowing different crops mixed together will have to be met and overcome in the case of cotton. This principle is thus enunciated by Mr. Ridsdale :—"An apparently instructive and possible a sound prejudice on the part of the native cultivator to grow mixed crops or mixed varieties in order to secure a return in any fluctuation of season, on the chance that if one fails the other will succeed." Now I fully admit the prevalence of this prejudice, and in more than one report have endeavoured to show that mixed crops, especially of cereals and pulses, are defensible on scientific grounds, and not merely on the chance of securing the best return in any fluctuation of season, but the prejudice has, I fully believe, little to do in regard to mixed varieties of cotton. The reason why mixed varieties are sown is two-fold :—

1.—Because the people cannot, under present conditions, secure unmixed seed.

2.—Because by virtue of the coercion brought to bear in favour of the exotic variety the people have tried to elude the vigi-

lance of Government officials or to claim, forbearance by showing at any rate a proportion of that variety in each field.

I think the Commission will find that it is proved that the soil which suits the exotic variety, and that in which the people will willingly grow, it is that which will not grow good Waradi. This is a point which the cultivators know more about than we do, and careful enquiry will throw light on it.

In considering this point the existing custom of selling the unsown crop to the bania, of receiving seed from him, and of handing over the crop to him will come up for enquiry. It is a custom, deeply engrained in the conditions of things, but it must be met and, if possible, its deleterious effects lessened. A similar evil is the custom of paying for the cotton-picking in kind. Where different varieties are growing side by side and where the pickers move from field to field and sell the share they receive to the bania, who has no means and now no object in separating the varieties, this point will present much difficulty.

3.—*As to whether the saw-gin is an essential concomitant of the long-staped Dharwadi cotton.*—If it is, as I believe, from my present knowledge of the subject, the Commission must consider how it can be introduced. All the steam-worked gins are provided with Platts' rollers which Mr. Robertson who speaks with great authority, declares is destructive to the American variety. Either then the factory owners must be induced to provide saw-gins as well as roller-gins, or else Government must set up saw-gins worked by steam at the Bhadgaon Farm or elsewhere, or else all attempts to persevere with the exotic cotton must cease. This of itself is a great question, and one underlying all attempts to introduce the variety which the merchants beg that Government should encourage.

10. I have thus enumerated three great subjects which, I think, require the step which I advocate.

With full and well-sifted information on these important points, the Commission may be expected to recommend a feasible working plan, and the merchants may then call on the district officers for co-operation, and the district officers will know what support they can expect from the trade. At present to their eyes, in spite of the enlightened and well-intentioned declarations and warnings of the organized mercantile associations, the trade is doing everything it can to checkmate their efforts at every step.

11. But I have not quite said all I want to say yet.

There is one particular plan to which I would direct special attention. Is it or is it not possible and advisable to introduce the warehouse system into Khandesh in connection with Cotton? My nomenclature may be faulty, but by this system I mean what was described in the *Times of India* of the 8th instant in an article on the "Organization of Credit in Europe and in India."

"A system of capacious store-houses wherein goods may be placed on which it is intended to operate financially without parting with

the ownership of them. For the goods deposited, the owner takes a receipt and a warrant for delivery passing by endorsement and capable of hypothecation."

Apart from the mercantile convenience of such a system, if working in connection with the ginning factories, there would be a necessary separation into various classes of the cotton received. There could be no admixture at the warehouses, and admixture would operate so detrimentally on sellers that they would find it worth their while to co-operate against admixture. Further, there would be no difficulty in securing the seed from the highest class or classes for sowing. This plan may be utopian, but it commends itself to me and, I think, is worthy of consideration, when it is borne in mind that the rayats themselves have no share at all in the cotton trade strictly speaking. This is from its earliest stage entirely in the hands of large and small traders, and therefore I think the warehousing system is worth careful thought.

12. I have not yet referred to the Bhadgaon Farm. Its large area has been kept up with the sole intention of producing as much good seed for distribution as possible. Mr. Stormont has had long experience, and his evidence will be invaluable. If a Commission is appointed, it will be within the scope of its enquiry to lay down the plan of action to be carried out on the Farm. Government, in supporting my recommendation, have consented to allow Mr. Stormont to travel about the country as much as he can afford the time to travel, in order to make the influence of the Farm feet beyond its present circumscribed limits. I made this recommendation chiefly in the interests of cotton, for it is my firm conviction that Mr. Stormont can do more permanent good to the cotton of the district by personal influence with the better classes of banias and cultivators than can be done by legislation. He has tried the good cotton in various soils and seasons, and knows where it will and where it will not succeed. He will be able to exchange ideas with the people. He can back up his advice by assistance in procuring good seed. He has much personal influence in the neighbourhood of the Farm. The people who know him, know that he is a practical man, and that his advice does not come second-hand. Success by cultivators following his advice will result in imitation by others.

13. As Mr. Propert has submitted his report direct to Government, I shall so submit this, because the Commission should sit before the hot season commences. A copy has been forwarded to the Commissioner, C. D., through Mr. Propert.—I have, &c.,

E. C. OZANNE., Director of Agriculture.

CHAMBER OF COMMERCE, BOMBAY, *15th January*, 1885.

The UNDER SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. 14 of the 3rd instant, forwarding documents

bearing on the subject of the adulteration of Indian cotton, and inviting the Chamber to assist the Executive vigorously in finding a remedy.

If there appeared to be any means by which they could hope successfully to co-operate with the Executive in discovering means to prevent the evil complained of, the Chamber would not hesitate to take action. But it seems to this Committee that so long as there exists a demand in the consuming markets of Europe for the inferior description of cotton, so long will merchants continue to purchase, middlemen to mix and growers to cultivate it, and that no good end could be served by attempting to interfere with the natural course of trade.

The true remedy must, in the opinion of the Chamber, originate with the consumers and gradually work backwards; and in this connection I may mention that it is thought by those competent to judge that already there appear to be signs of an increasing disinclination to use mixed cotton in some of the chief consuming centres of Europe.

If the time should come when inferior cotton—refused by consumers—ceases to be merchantable and only purer and better quality can be disposed of, the ryots—always keenly alive to their own interest—will readily seek to adapt themselves to the new demand.

It may then be wise for Government, through their local officers, to take energetic steps to distribute good seed throughout the districts, and to put growers in a position to procure it without difficulty.

Meantime, this Committee adhere strongly to the views previously expressed by the Chamber that any attempt at legislation must prove futile and inoperative.—I have, &c.,

F. FORBES ADAM, Chairman.

No. 4953.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 17*th June*, 1885.

Memorandum from the Commissioner, C. D., No. R.—6202, dated 6th December 1884—Submitting a letter No. 6848, dated 3rd idem, from the Collector of Khandesh, who reports with reference to Govern-

ment, Resolution No. 8066, dated 13th October 1884, on the subject of the proposed measures for preventing the adulteration of Indian cotton ; and makes certain remarks regarding the grant of prizes for improving the cultivation of cotton in the Dharwar District.

Letter from the Director of Agriculture, No. 1206, dated 11th December 1884—Submitting a proposal regarding a measure which he thinks ought to be taken prior to making further efforts to improve the cotton of Khandesh and other districts.

Demi-official letter from the Director of Agriculture, dated 11th December 1884.

Memorandum from the Commissioner, C. D., No. B—6579, dated 29th December 1884—Submitting, with his remarks, a letter No. 7139, dated 16th idem, from the Collector of Khandesh, who submits with his remarks a letter No. 1207, dated 12th idem, from the Director of Agriculture, to the address of the Commissioner, C. D., with its accompaniment, regarding the improvement of cotton in Khandesh and other districts.

Letter from the Commissioner, N. D., No. 3, dated 2nd January 1885 —Offering a few remarks on the subject of the admixture of cotton seed, with reference to paragraphs 36 and 37 of the Annual Report of the Director of Agriculture for the year 1883-84, and the correspondence received with Government Resolution No. 9528, dated 3rd December 1884.

Memorandum from the Director of Agriculture, No. 6, dated 3rd January 1885—Submitting the above with his remarks.

Letter from the Chairman of the Chamber of Commerce, Bombay, dated 15th January 1885.

Letter from the Secretary to the Bombay Cotton Trade Association dated 5th June 1885 :—

"I am directed to acknowledge receipt of your letter No. 4066 of 21st May 1885, requesting to be favoured with any remarks which the Cotton Trade Association may see fit to offer on the measures for the prevention of the adulteration of Indian cotton as dealt with in the papers which accompanied your No. 14 of 3rd January 1885.

"The subject is one which has had the serious consideration of the Association from time to time, and the rules and regulations in connection therewith have been as vigorously enforced as it is possible to work them in a body which represents both buyers and sellers of cotton.

"Any tenders of mixed or adulterated cotton under contracts are, if discovered, heavily penalised by the arbitrators ; and there is every reason to believe that such tenders have materially decreased in number of late.

"The Association, however, is unable to interfere in any way with the sale of mixed or adulterated cotton, where the buyer purchases it as such, or after a previous inspection of the bulk ; nor does the Association consider it would be justified in hampering ordinary merchants' business of buying and selling cotton, however much adulterated, so long as no fraud is attempted. There are buyers in Europe of mixed and adulterated stuff on its merits, and merchants therefore are bound to deal in it. But what the Associa-

tion has consistently endeavoured to point out to Government is, that while there has hitherto been a market for 'Waradi' cotton for mixing purposes at a price considerably beyond its intrinsic value, the time would come when the whole crop would be deteriorated to such an extent that Khandesh cotton would be worth little more than Bengals.

"That this anticipation is by no means exaggerated is evident from a comparison of the present value of Khandesh and other descriptions of cotton. Five years ago, good Jalgaon or Faizpur cotton of the Hinganghat variety was worth about the same as good Dholera; to-day good Jalgaon is almost unsaleable at Rs. 12 to Rs. 14 per khandi, or say 6 to 7 per cent. under good Dholera; and next year this difference, which has been steadily growing, will no doubt be increased.

"In the interests, therefore, alike of the cultivator of the soil and Government as the landlord, it is advisable that all legitimate means should be taken to foster the cultivation of the better class of staple, but beyond the rules as they now exist the Association does not see its way to move in the matter."

RESOLUTION.—Copy of the letters from the Chamber of Commerce and the Cotton Trade Association should be forwarded to the Director of Agriculture for information.

2. Government cannot by coercion stop the supply of a commodity which is grown to meet a demand by consumers. While that demand continues very little can be done to introduce a better article by supplying good seed. When it ceases and the growers find their interest in growing better cotton, it will be easy for Government to assist them by supplying the seed they want. In the meantime the district officers and Director of Agriculture will doubtless do what they can under present adverse circumstances and at any rate a careful observation and record of facts by the latter will be valuable as facilitating action as soon as circumstances become more favourable.

JOHN NUGENT, Secretary to Government.

APPENDIX H.

PRODUCTION AND CURING OF TOBACCO.

BOMBAY, 12*th January*, 1886.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Having received from our Firms at London, Liverpool and Marseilles and our Correspondents at Gibraltar, their reports upon the samples of Nariad Tobacco, which we forwarded to them at your request and that of the Collector of Kaira, we have now the pleasure of sending you enclosed copies of the letters we have received on the subject, and we shall communicate to you any further intelligence that we may receive.—Yours, &c.,

RALLI BROTHERS.

GIBRALTAR, 16*th November*, 1885.

Messrs. RALLI BROTHERS, Bombay.

DEAR SIRS,—I have received your favour of 22nd ultimo, and the 2 Bales "Nariad Tobacco" and 1 parcel Tobacco from the Chamber of Commerce per s. s. *Tasmania*.

The "Nariad" has the appearance of a good tobacco, but by smoking it, the greatest defect tobacco can have is at once detected, it does not burn and gets carbonized. This tobacco and that of the Chamber of Commerce are besides very light and are quite unsuitable for our market.

I will mention for your Government that the smell of the Nariad tobacco (molasses smell) is very desirable, but what we besides require is a dark, strong and burning tobacco. If the Society can offer any tobacco of this description, please to send one sample bale and there will be a chance for important business.—Yours, &c.,

G. BERGEL.

LIVERPOOL, 21*st November*, 1885.

Messrs. RALLI BROTHERS.

DEAR SIRS,—*Tobacco.* Messrs. Parry and Crosbies, the leading Tobacco brokers here, report on the samples sent from Bombay as follows :—

"We have examined the sample of East Indian Nariad Tobacco named in your memo. of this date.

"There are two kinds light and dark, probably the light tobacco is

best suited for the English market. It is, however, impossible to give a reliable opinion on so small a sample, as so much depends on the care with which tobacco is selected, dried and packed : perfectly dry condition both of the tobacco and the package is a necessity.

"Next the working qualities have to be tried by the Manufacturer ; for this purpose your correspondent should send you a small consignment say 10 packages to show exactly the system of selecting and packing. The demerits in the samples are the colors which are a mixture of greenish grey instead of clear light or dark brown, and the lack of burning power, the latter is very important, as tobacco that will not hold fire (that is burn properly when smoked) is valueless."

"If tobacco similar to your sample can be shipped to arrive here in dry condition and sound it may prove to be worth about 5d. per lb., but we suggest a very small consignment as a trial."

P. S.—"On further consideration we think 5d. per lb. may be too high a valuation and would say about 4d. per lb. as nearer the mark."—Yours, &c.,

RALLI BROTHERS.

LONDON, 30*th November*, 1885.

Messrs. RALLI BROTHERS, Bombay.

DEAR SIRS,—We give you herewith copy of the valuations of Messrs. Grant, Chambers and Co., who are the most competent tobacco brokers in London, on the tobacco you have sent us.—We are, &c.,

RALLI BROTHERS.

Report and Valuation of 3 *Bales Nariad Tobacco ex "Thames" at Bombay*—Imported by MESSRS. RALLI BROTHERS.

Landing Marks and Nos.	REMARKS.
T A J 1316-18	Damaged.
	Very small part middling leafy, remainder short, all more or less narrow in leaf part light, part greenish and unripe, chars and will not burn. Easy in condition part badly heated.
	Nominal value 1½d. per lb.
	This tobacco in its present state is unsuited for consumption in this country, but if in dry condition and the defect as to burning were overcome, probably might be brought into use.

GRANT, CHAMBERS & Co.,
37, Fenchurch Street.

LONDON, 27*th November*, 1885.

Report and Valuation of 2 small samples Nariad Tobacco.—Imported by Messrs. RALLI BROTHERS.

	REMARKS.
Marked.	
Light.	Part middling leafy but narrow, part rather light part brown and dingy, all more or less heated. Large stalks especially at the Butts. The most important defect that it chars and will not burn, it has apparently been packed too moist and too heavily pressed. Value 1½d. per lb.
Dark.	Similar to the above but darker in color. Value 1¼d. per lb.

GRANT, CHAMBERS & Co.,
37, Fenchurch Street.

LONDON, 27*th November*, 1885.

GIBRALTAR, 9*th December*, 1885.

Messrs. RALLI BROTHERS, London.

DEAR SIRS,—I have received yours of the 30th ultimo and 2nd instant, and read the copy of Messrs. Grant, Chambers' letter to you about the Nariad tobacco, but I cannot agree with them that the defect of not burning might perhaps be overcome if in dry condition. Even if packed quite dry, I believe it will never burn as the taste it gives in smoking it, shows that the ground where it grows has not sufficiently strength to impart the juicy substance required by the tobacco. I have offered the 2 bales at Auction which fetched 1d. per lb., but I withdrew them and will try to sell to some Spaniards for better price.—Yours, &c.,

G. BERGEL.

MARSEILLES, 15*th December*, 1885.

Messrs. RALLI BROTHERS, Bombay.

DEAR SIRS,—*Tobacco.* Mr. E. Agnel, brokers in tobacco, writes to us as follows regarding your sample ex *Victoria*:—

"I beg to give you my valuation on the sample tobacco produced in Bombay."

"Quality susceptible of improvement if care is taken at the time of the fermentation of the Merchandise.

"In its present state this tobacco is naturally hard and rough, wanting in suppleness and moreover burning unsatisfactorily.

"Its leaf is very narrow and cannot be employed with success in

the manufacture of cigars, it can be only employed for the interior or for cutting.

"The approximate value in our Market is from 50 to 55 francs per 100 kilos or perhaps better.

"The packing would be more advantageous if a bale of about 100 to 150 kilos each is made."—Yours, &c.,

RALLI, SCHILIZZI & ARGENTI.

LONDON, 18*th December*, 1885.

Messrs. RALLI BROTHERS, Bombay.

DEAR SIRS,—*Tobacco.* Our brokers write to us as follows respecting the trial lots which we had received from you, viz. :—

"We regret to inform you that no offers were obtained at public sale for your tobacco.

We have given instructions for the tobacco to be sold at the first convenient opportunity.—Yours, &c.,

RALLI BROTHERS.

BOMBAY, 13*th January*, 1886.

JOHN MARSHALL, Esq., Secretary Chamber of Commerce, Bombay.

DEAR SIR,—We have the pleasure to hand you herewith Report and Valuation on the sample of tobacco per *Victoria* which Messrs. H. Bean and Co. have had examined by their leading broker and dealers at Marseilles.—We are, &c.,

KILLICK, NIXON & Co.

APPRECIATION SUR UNE CAISSE TABAC, PROVENANCE, Bombay.

Qualite susceptible d'amilioration par les soius appertés ā la Culture d'abord et ā la fermentation de la feuille apres.

L'echantillon présente un Tabac sec et manquant de souplesse laissant beaucoup ā désirer dans la combustion.

La feuille tresd étroite ne peremet pas de l'employer pour convertnre de cigares et sou emploi peut seul ětre limité ā fourmir des intérienrset pour couper.

La valeur approximative pent entre portée de 50 at 60 francs len 100 Kilogrammes.

Le conditionnement leplus appréciable serait en Balles de 100 at 150 Kilogrammes enoiron.

MARSEILLE LE, 20*th Decembre*, 1885.

APPENDIX I.

WEATHER AND CROP REPORTS.

CHAMBER OF COMMERCE, BOMBAY, *9th November*, 1885.

To the SECRETARY to the GOVERNMENT of INDIA, Revenue and Agricultural Department, Calcutta.

SIR,—I am directed by the Committee of the Chamber to represent to you the desirability of furnishing the Mercantile Community with earlier and fuller information regarding the Cotton crop. The first and only report issued this season so far is your memorandum dated 15th ultimo, which gives incomplete returns for the Bombay Presidency alone. In the opinion of my Committee it should be possible to furnish reliable returns for all India at a much earlier date; and indeed the information becomes comparatively valueless unless supplied much more promptly than has hitherto been the custom. Returns of the acreage under cultivation and forecast of condition for instance are of no practical use if only made available after the cotton has been picked and marketed. What is really wanted is a return of the acreage within six weeks of sowings being completed, and a monthly report on the progress of the crop thereafter expressing the estimated condition, in annas of the rupee, taking the latter as signifying a full yield.

2. The Committee would point to the reports issued by the American Agricultural Bureau as the best system to follow. With the sowings generally finished throughout the States about the end of April, the Washington Bureau issue an exact acreage return at the end of May, and, on the 10th of every following month, give a condition report expressed in percentages, one hundred being taken as the equivalent of the best possible. With the machinery at the disposal of your Department, it appears to the Committee that a similar plan could be adopted and carried out in India, and there could be no question of the enormous advantage such information would be to all interested in the trade.—I have, &c.,

JOHN MARSHALL, Secretary.

No. $\frac{1A.}{6-228.}$

REVENUE AND AGRICULTURAL DEPARTMENT, AGRICULTURE,

CALCUTTA, *4th January*, 1886.

From C. S. BAYLEY, Esq., Under-Secretary to the Government of India, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter of the 9th November last, in which the Committee of the Bombay Chamber of Commerce has invited the attention of the Government of India to the desirability of furnishing the mercantile community with information regarding the Indian cotton crop both earlier and fuller than that at present available.

2. You observe that in the opinion of your Committee "it should be possible to furnish reliable returns for all India at a much earlier date, and indeed the information becomes comparatively valueless unless supplied much more promptly than has hitherto been the custom," and in a subsequent passage in your letter it is said that, with the machinery at the disposal of the Revenue and Agricultural Department it appears to the Committee that a plan for obtaining and disseminating information similar to that employed in America could be adopted and carried out in India.

3. These observations seem to the Government of India to indicate the existence of some misapprehension on the part of the Chamber to the means which the Government has at its disposal to procure the submission of agricultural statistics. In America it is understood that the Bureau of Agriculture receives forecasts and returns of crops from farmers. In this country no assistance of this character is at present forthcoming except in very limited localities and under special circumstances, and the Government has to rely for information chiefly on the staff of subordinate officials who prepare and maintain village records and statistics.

4. But while the Government of India regrets its present inability to meet the wishes of the Chamber to the extent desired, it trusts that the arrangements which have been made throughout India during the last two or three years for the better organisation of the official agency through which agricultural statistics and information are obtained, may eventually be successful and that thus sufficiently full and punctual returns should be supplied of all the most important commercial staples. At present, the machinery at the disposal of the Provincial Governments is too new and the record system too unsettled to admit of any universal scheme being taken up except in a tentative manner. In almost every Province the establishment is now being employed on the completion of village maps and records, and is undergoing the training required to bring it into proper working order.

5. As a first attempt to gauge the capabilities of the machinery in question to bear the strain of a demand for monthly statistics, the Government of India last year required forecasts to be furnished on the condition of the Indian wheat crop. The result showed that the organisation was still too imperfect to

Government of India, Circular No. 89A., dated 25th July 1884.

satisfy the requisition, and the Government was compelled so far to modify its demands as to suggest that for the present the returns of area should be supplied once only during the year in the month of April. It is hoped, however, that this reduction in the number of returns for wheat may enable general information on one or two other crops to be given. The position will best be understood from the accompanying orders issued by the Government of India on the subject.

Letter No. 102A.—6-155, dated 14th July 1885
Letter Nos. 549 and 559A.—6-156, dated 14th July 1885.

6. A nearer approach to the American system may be expected to follow the gradual education of the agricultural classes. It is from farmers and cultivators throughout the Empire that the most accurate information about the crops of the country must eventually come, and efforts are being made in more than one Province, in accordance with the policy laid down in the Resolution recorded by the Government of India in December 1881, to associate native landowners and others in the work of providing information.

No. 6G—340-50, dated 8th December 1881. (Copy appended.)

7. The Government of India is much indebted to the Chamber for stating so clearly the requirements of the commercial community. It is very desirable that Agricultural Departments throughout India should be made aware of the object which has, so far as administrative arrangements permit, to be attained, and it is confidently hoped that the initial steps now being taken will lead ultimately to the fulfilment of the complete programme sketched in your letter, which will be circulated for general information.—I have, &c.,

CHARLES S. BAYLEY,
Under-Secretary to the Government of India.

CHAMBER OF COMMERCE, BOMBAY, *1st February*, 1886.

To the UNDER SECRETARY to the GOVERNMENT of INDIA, Revenue and Agricultural Department, Calcutta.

SIR,—I am directed by the Committee to thank you for your letter No. $\frac{1A}{6-228}$ of 4th January regarding the request preferred by the Chamber in November last, that an endeavour should be made to furnish the mercantile Community with earlier and fuller crop information than is at present available.

My Committee note with much satisfaction the steps you have taken to improve upon the existing system, and they further observe the difficulties your Department has to contend with in obtaining the requisite information. While making every allowance for this, however, they are still of opinion that with greater promptitude in issuing the

returns when obtained, and a more systematic mode of collating information in the Districts, considerably better results might be practicable. The farmers in India are no doubt incapable of giving the same detailed information as to the progress of their crops as the same class in America; but there are very few who are not able to give a fairly reliable estimate of the position, in annas of the rupee; so that the information is practically there if the District officers could make it available.

The Committee direct me to say that they trust the matter will receive the further consideration which its importance merits.—I have, &c.,

JOHN MARSHALL, Secretary.

CHAMBER OF COMMERCE, BOMBAY, *28th January*, 1885.

C. B. PRITCHARD, Esq., Commissioner of Customs, Salt, Opium and Abkari, Bombay.

SIR,—I am desired by the Committee of the Chamber to draw your attention to the unreasonable delay which occurs in making public the Trade and Navigation returns of the Bombay Presidency.

The returns for the month of November last, only appeared in the *Government Gazette* of 22nd instant, whilst they were incorporated in the accounts published by the Government of India, on 3rd instant, and from the endorsement thereon were evidently available by 22nd December.

I am further requested to suggest that the Bombay returns would be more valuable if totalled and carried forward in the same manner as the Trade and Navigation accounts of British India.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 955 OF 1885.

KHARAGHODA, *5th February*, 1885.

From the COMMISSIONER OF CUSTOMS, Salt, Opium and Abkari, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to acknowledge receipt of your letter dated the 28th ultimo, and in reply to state that the monthly returns of the seaborne trade of the Bombay Presidency are forwarded from

the Reporter General's Office to Government within three weeks after the end of the month to which they relate. The delays in their publication noticed in your letter occurred after the returns had left this office, and I have suggested to Government measures for the avoidance of similar delays in future.

2. With reference to the concluding para of your letter, I have the honour to state that at present every separate statement is totalled, and that in some statements the totals under different heads are also given. I request the favour of information of the precise nature of the improvements which the Committee of the Chamber desire to see carried out in the matter of entering the totals of the several statements.

3. I shall be further obliged by an expression of the views of the committee on the question whether it is desirable that any explanation of the fluctuations of trade noticeable in the monthly returns should be published by this office. My own idea is that the figures should be published without comment. I am conscious that opinions offered by this office on such matters would not always be accurate, and their publication might in some cases do more harm than good.—I have, &c.,

C. B. PRITCHARD,
Commissioner of Customs, Salt, Opium and Abkari.

CHAMBER OF COMMERCE, BOMBAY, 21*st February*, 1885.

The COMMISSIONER OF CUSTOMS, Salt, Opium and Abkari, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. 955 of 1885, dated 5th instant; and I am directed by the Committee of the Chamber to thank you for your prompt attention to their complaint regarding the delay in issuing the monthly trade returns of the Bombay Presidency.

As regards the form in which the returns are made up, I am instructed to say that the mode adopted by the Government of India would be preferred. That is to say the quantities and amounts under each head to be totalled and a comparison given with the corresponding month of the two preceding years, as also from the commencement of the year to date. The enclosed sketch form will serve to make my meaning clear.

With reference to your enquiry as to the advisability of remarking upon trade fluctuations in the returns, the Committee are of opinion that it would be better to publish the figures without comment.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 10-1.

IMPORTS—FOREIGN TRADE (FREE OF DUTY.)

Articles and Countries whence Imported.	December 1884.		December 1883.		December 1882.		Nine Months 1st April to 31st December.					
							1884.		1883.		1882.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
Animals, Living.												
Horses :—												
United Kingdom, No. and value	...	...										
Persia ,, ...	120	36,000										
Muscat ,, ...	...	...										
Bussorah ,, ...	135	40,700										
	255	76,700	379	123,52	369	114,750	2,324	679,327	2,392	710,528	2,320	783,818
Aden ,, ...												
Trieste ,, ...												
M. and Sonmiani ,, ...												
Ceylon ,, ...												
Katiff ,, ...												
Victoria ,, ...												
Other kinds—												
United Kingdom ,, ...												
Persia ,, ...												
Muscat ,, ...												
Bussorah ,, ...												
Aden ,, ...												
M. and Sonmiani ,, ...												
Victoria ,, ...												
Hongkong ,, ...												
Treaty Ports ,, ...												
Arabia—Other States ,, ...												

No. 1811 OF 1885.

BOMBAY, *6th March*, 1885.

From the COMMISSIONER of CUSTOMS, Salt, Opium and Abkari, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour, in continuation of this office No. 955, dated the 5th ultimo, to transcribe below for the information of the Committee of the Chamber, the orders passed by Government on the suggestions made by Mr. Pritchard with a view to the avoidance of delay in the publication of the monthly trade returns :—

> "The Commissioner's suggestion is approved, and Mr. Pritchard as well as the Commissioner in Sind should be requested to forward the returns for their respective charges direct to the Superintendent of the Government Central Press for publication in the *Government Gazette*. Mr. Kingsmill should be instructed to arrange to publish them in the *Government Gazette* as soon as possible after the date of receipt."

2. The suggestions made in your letter dated the 21st ultimo, involve a modification of the existing forms of the returns which have been prescribed by the Government of India and cannot be altered without the sanction of that authority. Somewhat similar suggestions were made by the Chamber in 1878 ; they were fully discussed between the Chamber, the Assistant Secretary to the Government of India, Mr. O'Connor, and the Government of Bombay ; and the discussion ended in a decision which was communicated to the Chamber in this office No. 3293 dated 26th November 1878.—I have, &c.,

J. MOORE,

Acting Commissioner of Customs, Salt, Opium and Abkari.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC

APPENDIX J.

INDIAN BANKRUPTCY BILL.

No. 4606 of 1885.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 1*st July*, 1885.

From E. LAWRENCE, Esq., Acting-Under Secretary to Government, Bombay ; to the SECRETARY, Bombay Chamber of Commerce.

Sir,—I am directed to enclose copy of a draft Bill, &c., to amend and consolidate the Law of Bankruptcy and Insolvency in British India, and to request that you will be so good as to move the Chamber to favour His Excellency the Governor in Council with their opinion on the provisions of the Bill as soon as possible.—I have, &c.,

E. LAWRENCE,
Acting Under-Secretary to Govt.

DRAFT STATEMENT OF OBJECTS AND REASONS.

This matter of the general amendment of the law of insolvency and bankruptcy in India has been frequently of late years pressed upon the attention of the Government of India.

There are at present two main bodies of insolvency law in force in British India—first, the Statute 11 & 12 Vic., cap. 21 ; and secondly, Chapter XX of the Code of Civil Procedure (XIV of 1882). Roughly speaking, the former constitutes the insolvency law for the three Presidency-towns and for the towns of Rangoon, Moulmein, Akyab and Bassein ; the latter the law for the country outside those towns. It is, however, to be observed that the High Courts administer the insolvency chapter of the Civil Procedure Code concurrently with their ordinary insolvency jurisdiction. Besides these two main bodies of law, there is a special insolvency law for the Punjab under Act IV of 1872, sections 22 to 33 ; and there are special Acts that have been passed for the relief of indebted landowners in different parts of the country.

2. In the year 1870 Sir James Stephen introduced a Bill repealing the Statute of 1848, and substituting for it an insolvency law applicable to the whole of British India. It was taken mainly from the English Bankruptcy Act of 1869. The general opinion about it was that its provisions were too complicated for the Mofussil, and that the system of voluntary management by creditors, which was then the principle of the English Act, was unsuitable to India, and the measure was accordingly dropped. The Bill was possibly open to the

objection that it was beyond the competency of the Indian legislature, but this point does not appear to have been taken at the time.

3. Sir Arthur Hobhouse did not attempt to touch the insolvency law of the Presidency towns, but he paid a good deal of attention to what he described as "those seldom-used sections" of the Civil Procedure Code "which do duty for an insolvency law" in the Mofussil.* Speaking on the subject in 1875,† he remarked that the Code then contained the germ of an insolvency law, but nothing more than a germ. He believed that this part of the Code had been very little used, and he remarked that, if this was so, it was not surprising, as there was very small inducement to the debtor to avail himself of it. It seemed, however, he went on to say, to be the prevailing opinion that the judicial machinery in the Mofussil was hardly adapted to the working of any general and complete law of insolvency. At all events, he said, such a law should be treated as a separate measure, and not as part of the Code. It would probably, he added, be better for the present, and be likely to pave the way for some more complete measure in the future, if the legislature were to make the law a little less rudimentary than it then was, and at all events to supplement it where it seemed to be broken off in its natural course; and he embodied in Chapter XX of the Code of 1877 certain provisions framed in accordance with these views.

4. By Act XII of 1879 (now superseded by the Civil Procedure Code of 1882) several amendments were made in the insolvency chapter of the Code. The most important of these was the extension of the chapter to persons against whose property orders of attachment had been issued in execution of money-decrees. In his speech on the passing of this Act, Mr. Whitley-Stokes said that Chapter XX, even with all the improvements made by this Act, would still be incomplete; but that it went as far as most of the Committee with their present knowledge of the condition of the Mofussil Courts and the extent of India's indebtedness thought safe and wise. The Government of India in the Home Department, he said, either had issued, or was about to issue, a circular to the Local Governments, requesting their opinion as to the propriety of allowing debtors to a certain amount to apply for a declaration of insolvency, and if this were found possible the law would be altered accordingly.‡

5. The circular referred to by Mr. Stokes was issued on the 22nd of September, 1879, and invited an expression of opinion on the suggestion that persons owing Rs. 200 and upwards should be allowed to apply to be adjudicated insolvents, though they might not have been arrested or imprisoned, and though no order of attachment against their property had been made. The majority of the opinions received was adverse to the suggestion, and accordingly it was dropped.

6 In January, 1881, Mr. Pitt-Kennedy brought in a Bill for the amendment of the law relating to insolvent debtors in India. It was a short amending Bill of seven sections, and did not attempt to consolidate the law. Serious doubts were entertained whether some of the proposals of the Bill were not *ultra vires*, and it was therefore

* Legislative Proceedings, 1876, page 241.
† Legislative Proceedings, 1875, page 76.
‡ Abstract of Proceedings, 1879, page 202.

decided that the Bill should not be proceeded with. In the meantime, however, it had been circulated to Local Governments and Administrations for opinion; and among the comments and criticisms which were passed upon it the doubt is not unfrequently expressed whether it was worth while to pass a mere amending Bill, and whether it would not be possible to re-cast completely the insolvency law for India.

7 It is clear further that, apart from any question of general revision, there are certain points in which the existing law stands in somewhat urgent need of emendation.

Thus, the Secretary of State, in a despatch dated the 21st October, 1880, requested the early consideration by the Government of India, in communication with the several High Courts, of the question whether the Insolvency Courts could not under the existing law order the charge for advertising notices of insolvency in the Provincial Gazettes and in the *London Gazette* to be defrayed from the estates concerned, and suggested that, if necessary, recourse should be had to legislation to ensure the recovery from every estate of all costs, whether incurred in England or in India, attendant on the insolvency. The Local Governments and High Courts were consulted on this question; and though the majority of them were of opinion that the point might be dealt with by an alteration of the statutory rules, yet the possibility of meeting the difficulty satisfactorily in this way does not appear to be altogether free from doubt.

8. Again, at Bombay, in consequence of the discovery some five or six years ago of serious defalcations on the part of the Official Assignee it became necessary to re-organize the office of that functionary, and the High Court deemed it necessary—

(1) to provide that the accounts of the Official Assignee should be regularly audited by a competent auditor; and

(2) to appoint an Official Assignee of such position and character as might afford an effectual guarantee against misappropriation, and of such energy and legal knowledge as might ensure the most satisfactory and least expensive realization and distribution amongst creditors.

For these purposes additional funds were required, and the Court proposed to provide these funds mainly from unclaimed dividends. Accordingly, they framed certain new rules under the Insolvency Act of 1848, by which the unclaimed dividends were to be formed into a fund to be invested, with other money, in Government paper. The interest was to be applied in paying an auditor, and in supplementing the remuneration of the Official Assignee. These rules have hitherto been acted on, but doubts have been suggested as to their validity, and the Bombay Government have been pressing the Government of India to introduce or sanction legislation for the purpose of validating them. It appears, however, to be doubtful whether they can be validated by anything short of Parliamentary legislation.

9. The Insolvency law of the Presidency-towns is admittedly cumbrous, defective and out of date, and in some points of detail is, as has been shown, urgently in need of amendment. The proposals or its revision which have hitherto been submitted to the legislature have been objected to, not so much on the ground that they were un-

desirable, as on the ground that they were insufficient, and that, while it was desirable to re-cast the whole law and bring it into conformity with English law, it was expendient to postpone legislation for this purpose while proposals involving important amendments of the English law itself were under consideration. This objection has recently been removed by the passing of the English Bankruptcy Act of 1883. That Act may not be perfect ; but at least it embodies the accumulated experience of the 35 years which have elapsed since the passing of the Indian Insolvency Act ; and in commercial law perfection of detail is less important than uniformity of principle. It is eminently desirable that the circumstances under which a debtor may be declared insolvent and under which he may obtain his discharge should be, as far as possible, the same in London and Calcutta.

10. The Government of India, therefore, after reference to the Secretary of State, has come to the conclusion that the opportunity should now be taken of repealing the Indian Insolvency Act and substituting a new Act conforming in general principles to the English Act of 1883, but adapted in details to Indian circumstances.

The present Bill has been prepared on these lines, and, having regard to the circumstance that it will have in some cases to be used by persons beyond the limits of British India and to the advantage of having the decisions of the English Courts as a guide to its construction, it has been thought well that its form and drafting should follow the English Act as closely as possible, except where there is some substantial reason for taking a different course. The result of this is that in some instances its phraseology will be found to vary slightly from that ordinarily adopted in Acts of the Indian legislature, and in others it may be found to contain rules of interpretation and evidence, penal clauses and other provisions, which either cover ground already covered by parallel Indian enactments, or would be somewhat differently framed in a Bill intended only for this country.

11. The first question which presents itself in connection with such a measure is whether the new law should be applied to the whole of British India or only to specified towns.

There is something to be said in favour of having one, and only one, insolvency law for the whole of India. But, on the other hand, the difference between the circumstances of indebtedness in commercial seaports and in the interior appears to be such as to require, not indeed a different law, but different machinery. If Chapter XX of the Civil Procedure Code were not in existence, it might be desirable to insert in a general Insolvency Act a chapter applying the law for the Presidency-towns, with modifications and simplifications, to the Mofussil Courts. But under existing circumstances it is thought that the best course is to keep Chapter XX standing, to amend it where necessary, and to apply it to parts of the country and to forms of indebtedness to which a law framed principally with a view to commercial insolvencies is not applicable, the new law being applied in the first instance only to the three Presidency-towns, and to Rangoon, Moulmein, Akyab and Bassein, and a power being taken to extend it to other commercial centres, such as Kurrachee.

12. The Bill accordingly (section 82) constitutes by its direct

operation only four Courts of Bankruptcy, namely, the High Courts of Judicature at Calcutta, Madras and Bombay and the Court of the Recorder of Rangoon, and confers upon the Local Governments power, with the previous sanction of the Governor General in Council, to constitute other Courts of Bankruptcy in the territories administered by them. The local limits of the jurisdiction of the Presidency High Courts when exercising bankruptcy jurisdiction are (section 83) defined to be the same as the local limits of their ordinary original civil jurisdiction, the local limits of the jurisdiction of the Recorder of Rangoon to comprise (as at present) the towns of Rangoon, Moulmein, Akyab and Bassein. The local limits of the Courts which may be constituted by Local Governments will be defined by those Governments with the previous sanction of the Governor General in Council.

13. The next question that presents itself is one as to the powers of the Governor General's Council. The present Indian insolvency law is contained in an Act of Parliament so framed as to operate throughout Her Majesty's dominions. Thus a vesting order made under it vests in the assignee by its direct operation all the real and personal estate and effects of the insolvent in whatever part of those dominions they may be situated or accrue. An order of discharge made under it has direct effect in every part of those dominions. And the subordinate provisions of the Act are, speaking generally, framed on similar lines. The Act is one of those which it is within the competency of the Legislative Council of the Governor General to modify or repeal; but if we were to undertake without the aid of Parliament to repeal and re-cast it in the manner above indicated, we should, owing to the limitation of our legislative powers, produce an enactment which, however excellent it might be in its details, would fall short of the present law in the important matter of its local extent and operation. Nor could we attain our object by any amendment of the existing Act. To say nothing of the impracticability, from the draftsman's point of view, of effecting, by way of amendment, the multitude of alterations which are needed in details and in matters of form, it must be remembered that it would be beyond the powers of the Council to extend in any way or substantially modify any of those provisions which apply beyond the limits of British India. And it is apprehended that, even if we were content to forego all notion of directly interfering with these provisions, any extensive amendment of the Act would probably affect them in such a way that either they would be held to have lost their operation beyond British India, or our enactment would be held to be *ultra vires* so far as it affected them, or else some other confusion or difficulty would arise.

14. It is an apprehension of some such result as this that has deterred the Government from attempting certain amendments of the Insolvency Act which have been from time to time suggested, and which in themselves would appear to be of a most trifling description. It is true that if the Council were to repeal the existing Act and substitute for it an Act of its own, drawn on improved lines, the new law, though treated as a foreign bankruptcy law, would receive a certain amount of recognition, and would be given effect to in many cases in the United Kingdom and in British Colonies; but it is apprehended that this result would, as a rule, be attainable only indirectly and

through the medium of further judicial proceedings, that in some cases those proceedings would give rise to perplexing questions of private international law, and that in other cases again the Indian law would obtain but partial recognition. It is believed, for example, that a vesting order passed by our Courts under such a law would be allowed no effect as regards immoveable property situate in another British jurisdiction, and that the cases in which effect would be given to an order of discharge so passed are not as yet completely defined. Such difficulties could, no doubt, be met by supplementary bankruptcy proceedings concurrently instituted in the United Kingdom or the Colony, but it is obvious that the necessity for this should, if possible, be avoided. The Government of India has no information as to the proportion of the cases that now come before our Insolvency Courts in this country in which a limitation of the local operation of the law, like that just referred to, would be felt as a serious impediment; but it is apprehended that it would be so felt in the more important cases of bankrupts engaged in business transactions extending to the United Kingdom or the Colonies.

15. For these reasons it is necessary that any legislation undertaken here should be supported by an Act of Parliament. The precise form which the Act of Parliament should take is still under consideration in communication with the Secretary of State, but the Government of India as at present advised is disposed to think that the Act should be an enabling Act preceding legislation here rather than a confirming Act following it; and that either of the drafts appended to this Statement would suffice, though that marked No. 1 would, having regard to its simplicity, appear preferable.

16. As regards the provisions of the Bill itself, it will be observed that the most striking difference between them and those of the English Act is that the duties discharged in England by the Board of Trade are by the Bill entrusted to the Bankruptcy Court. This was unavoidable, as there is no authority in this country outside the Courts which could undertake the duties in question with any prospect of success.

17. The other points in the Bill which appear to require explanation will be referred to, as far as possible, in the order of the sections in which they occur.

18. The preamble cannot be settled until after the enabling Act of Parliament has become law, and the local extent clause has been provisionally drawn on the assumption that that Act will follow the lines of the draft No. I above referred to.

19. By sections 5 (1) (*d*) and section 7 (1) the jurisdiction of the Court is limited to cases in which the debtor is in prison within the local limits of the jurisdiction under an order of a Civil Court for the non-payment of money, or has within a year before the presentation of the petition by or against him ordinarily resided or had a dwelling-house or place of business within those limits. This differs from the corresponding provisions of the English Act, which place no restriction of this kind on a petition by a debtor, and which admits a petition against a debtor when, and only when, he "is domiciled in England, or, within a year before the date of the presentation of the

petition, has ordinarily resided or had a dwelling-house or place of business in England."

It differs also from the corresponding provisions of the Indian Insolvency Act, which proceed on the distinction, now to be abolished between traders and others, and the effect of which in all particulars it would be hazardous to attempt to state.

20. As regards the difference between the English Act and the Bill in this respect, it seems clear that the fact of the debtor being in prison within the jurisdiction should, in this country, continue to be, as it is under the present Insolvency Act a ground of jurisdiction; and it seems almost equally clear, having regard to the conditions under which the present legislation is undertaken and to the circumstance that the local limits of the jurisdiction of each Court, however they may be fixed, must embrace only a part of British India, that domicile should be rejected here as a ground of Jurisdiction.

21. Comparing the Bill with the existing Indian Insolvency law as construed by the High Courts, it will be observed that Bankruptcy Courts will, under the Bill, continue to have jurisdiction in cases where the bankrupt has a house of business within the local limits, as Pontifex, J., held them, in the cases of *Taring Churn Goho* (1 B. L. R., App. 26) and *Howard Brothers* (1 B. L. R., 254), to have under the existing law, but that a High Court will not have bankruptcy jurisdiction in respect of an up-country debtor merely by reason of his being personally subject to the jurisdiction of that Court. It will be remembered that opposite views have been taken as to the existence of a jurisdiction on this latter ground under the existing law —see *re Tietkins*, 1 B. L. R., O. C., 84, on the one hand and *re Blackwell*, 9 Bo. H. C. Rep., 461, and *re Ricks* 3 Mad. H. C. Rep., 151, on the other.

22. Sections 13 and 30 of the Bill give a Bankruptcy Court power to annul a receiving order or an adjudiction of bankruptcy when it considers that the debtor's estate would be more conveniently administered in the United Kingdom or some other part of the British dominions. When an adjudication is annulled under the latter section, anything done under it remains valid, and the Court is empowered to direct that the debtor's property shall vest in any person it may appoint. It is conceived that if similarly wide powers are conferred on the English Bankruptcy Courts the provisions regarding concurrent bankruptcies contained in section 77 *et seq.* of the present Indian Insolvency Act may be dispensed with.

23. Sub-sections (1) and (3) of section 19 are brought into the Bill from paragraphs 155 and 156 of the Bankruptcy Rules, 1885, as it is considered that they will be more properly placed in the Act.

24. It was urged, among other objections to Sir J. Stephen's Bill, that it would generally be difficult to find among the creditors in this country persons qualified and willing to take a large share in the administration of a bankrupt's estate, and as a matter of fact the official element has always been prominent in administrations under the existing law. It is accordingly proposed (section 20) that the official

receiver shall be trustee except where the Court having regard to the value of the property or for any other reasons, otherwise directs.

25. Nothing will be found in the Bill corresponding to the provisions of Part II of the English Act making bankruptcy a disqualification for certain offices, the only offices in this country in respect of which an enactment of this sort appears called for being already provided for by special Acts.

26. The saving of section 5 of the Statute commonly known as Bovill's Act (28 & 29 Vic., c. 86) in section 40 (6) of the English Bankruptcy Act has been omitted from section 34 of the Bill, as there is no corresponding enactment in the law of British India.

27. Sections 45 and 46 of the English Bankruptcy Act, being framed with reference to English forms of execution, could not be adopted in the Bill without modification. It has been thought (see sections 39 and 40 of the Bill) that the course most in harmony at the same time with those sections of the English Act and with the analogies presented by the Code of Civil Procedure would be to make the point of time at which the attaching creditor's title becomes complete against the trustee in bankruptcy the same as that at which under section 295 of the Code it becomes complete against rival decree-holders. It is hoped that this will afford a simple and equitable settlement of a point regarding which there has been some difficulty in connection with the existing insolvency law.

28. The difference between section 49 (1) (*e*) of the Bill, defining the trustee's powers in respect of property to which the bankrupt is entitled "as tenant in tail or other owner of an estate of inheritance less than an estate in fee-simple," and the corresponding provision of the English Bankruptcy Act is explained by the peculiar position in which the owners of such estates are placed by section 2 of Act XXXI of 1854. The simplicity of that position enables us to dispense with all the provisions of the Act for the abolition of fines and recoveries, which are incorporated by reference in the English Bankruptcy Act, with the exception of one, the substance of which, so far as it appears to be required, is embodied in sub-section (2) of section 49 of the Bill.

29. In the year 1880 the Government of India was of opinion that it would be desirable to relieve the High Courts of their insolvency jurisdiction in petty cases by transferring to the Presidency Small Cause Courts the cases of insolvents who were not traders, and a chapter (VI) containing provisions for that purpose was inserted in the Presidency Small Cause Courts Bill of 1880. But the Select Committee on the Bill omitted this chapter, on the ground that, unless the Small Cause Courts were to hear cases which, owing to their intricacy and difficulty, ought to be removed into the High Court, the saving of time to the High Court would be altogether unimportant. They admitted that the High Courts disposed of much petty business of this class, but said that it was done for the most part in the offices of the Court and cost the Judges little time or labour (paragraph 20 of Report of 4th March, 1881). Since the passing of the Bill in its amended form, however, a representation

has been received from the Madras Government urging the restoration to the Presidency Small Cause Court at Madras of the insolvency jurisdiction which it formerly possessed, and of which it has been deprived by recent legislation. This representation appears entitled to much weight, and with a view to affording some relief in the direction suggested it is provided in section 88 of the Bill that the powers and jurisdiction which are conferred on registrars in bankruptcy by section 99 of the English Act, and which would probably be considered too important to be committed to a registrar in this country, may be delegated to the judge of a Presidency Small Cause Court.

30. Under Section 91 of the Bill the appeal from a single Judge of a Presidency High Court and the Recorder of Rangoon exercising bankruptcy jurisdiction lies as at present. The appeal from any Mofussil Courts of Bankruptcy which may be established will lie to the High Court of the province.

31. Sections 105 to 110 of the Bill are taken from the English Debtors' Act, 1869, as amended by the Bankruptcy Act, 1883. They embody those full and strong powers for the arrest and punishment of fraudulent debtors and creditors which are the essential adjuncts of every proper law of bankruptcy. It is proposed, when a suitable occasion presents itself, to amend the Code of Criminal Procedure so as give a Bankruptcy Court a power to commit offenders for trial similar to that which is conferred on the English Bankruptcy Court by section 165 of the Act of 1883.

32. Section 112 of the Bill provides that a married woman shall, in respect of her separate property (if any,) be subject to the Act in the same way as if she were unmarried. The restriction in the corresponding provision, section 1 (5) of the English Married Women's Property Act, 1882, which confines it to the case of a woman carrying on a trade separately from her husband, has been omitted, because the vast majority of women to whom the Bill will be applicable stand either under sections 4 and 44 of the Indian Succession Act or under their personal laws on a footing altogether different from that of married women in England.

The phrase "separate property," it may be observed, is used in the wide sense in which it is used in the Indian Married Women's Property Act, 1874.

33. Section 134 (3) of the Bill provides that notwithstanding the repeal of the existing law all proceedings pending under it at the time when the new Act comes into operation shall be disposed of as if that Act had not been passed. This is the course taken in respect of pending proceedings by the English Act, and, having regard to the extent of the change to be made in the law, it seems the only practicable course.

34. It will be noticed that though the Indian Bankruptcy Courts will, with the aid of the proposed Statute, have power to affect matters beyond the limits of British India, through the medium of their adjudications, discharges, judgments, &c., their direct coercive action is limited to this country. Whenever they need, for example, to effect an arrest or to enforce discovery or delivery of property in

England or in any other part of Her Majesty's dominions beyond the limits of British India, they must have recourse to section 118 of the English Bankruptcy Act, which requires all Bankruptcy Courts in Her Majesty's dominions to be "auxiliary to each other."

DRAFT ACT OF PARLIAMENT No. I.

Be it enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows :—

1. This Act may be cited as the Indian Bankruptcy (Extension of Powers) Act 1885.

2. This Act shall have the same extent as the Bankruptcy Act, 1883.

3. If the Governor General of India in Council by any law passed at a meeting for the purpose of making laws and regulations in accordance with the provisions of the Indian Councils Act, 1861, as amended by subsequent Acts, applies or adopts any of the provisions of the Bankruptcy Act, 1883, or of any Act amending, supplementing or substituted for the same, to any of the following cases, namely :—

(*a*) the case of any debtor who at the time when proceedings in bankruptcy are commenced by or against him is in prison in British India under a decree of a Civil Court for non-payment of money, or within a year before that time has ordinarily resided or had a dwelling-house or place of business in British India ; or

(*b*) the case of any deceased debtor who resided or carried on business in British India for the greater part of the six months immediately before his decease ;

the provisions so applied or adapted shall, except so far as their local operation is expressly limited by that law, have effected beyond the limits of British India as if they had been enacted by this Act, and shall be taken notice of by all Courts of Justice in the same manner as if they were the provisions of a public Act of Parliament.

4. Where under any such law a receiving order or adjudication of bankruptcy is made against a debtor, or an order is made for the administration in bankruptcy of the estate of a deceased person who dies insolvent, the provisions of the Bankruptcy Act, 1883, specified in the schedule to this Act shall apply to such parts of the debtor's property or deceased debtor's estate as may be situate in England as if the order or adjudication had been made in England.

5. The certificate of appointment of a trustee issued under any such law shall, for the purposes of any law in force in any part of the British dominions beyond the limits of British India requiring registration, enrolment or recording of conveyances or assignments of property, be deemed to be a conveyance or assignment of property, and may be registered, enroled and recorded accordingly.

THE SCHEDULE.

PROVISIONS OF THE BANKRUPTCY ACT, 1883, REFERRED TO IN SECTION 4.

Section 45.
Section 46.
Section 50, sub-sections (2) and (4).
Section 52.
Section 55.
Section 56, sub-section (5),
Section 70, sub-section (2), except in so far as it refers to the Board of Trade.

DRAFT ACT OF PARLIAMENT No. II.

Be it enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows :—

1. This Act may be cited as the Indian Bankruptcy (Extension of Powers) Act, 1885.

2. (1) The Governor General of India in Council shall have power, subject to the provisions contained in the India Councils Act, 1861, as amended by subsequent Acts, at meetings for the purpose of making laws and regulations, to make laws applying or adapting any of the provisions of the Bankruptcy Act, 1883, or any other Act amending, supplementing or passed in substitution for the same,—

(*a*) to the case of any debtor who at the time when proceedings in bankruptcy are commenced by or against him is in prison in British India under an order of a Civil Court for non-payment of money, or within a year before that time has ordinarily resided or had a dwelling-house or place of business in British India ; or

(*b*) to the case of any deceased debtor who resided or carried on business in British India for the greater part of the six months immediately prior to his decease;

(2) Every such law shall have effect beyond the limits of British India to the extent and in the manner by this Act provided, it shall be taken notice of by all Courts of Justice in the same manner as if it were a public Act of Parliament, and its operation shall not be affected by the repeal or amendment of the Bankruptcy Act, 1883, or of any other Act as aforesaid.

3. (1) The following orders and proceedings under any such law shall have, as nearly as may be, the same effect throughout the British dominions as in British India, that is to say :—

(*a*) a receiving order and the rescission of the same ;

(*b*) the appointment of an official receiver as interim receiver, and the appointment of a special manager of the debtor's estate or business ;

(*c*) the acceptance and approval of a composition or scheme, and the annulment of a composition or scheme ;

(*d*) an adjudication of bankruptcy, the annulment of such an

adjudication and any order passed thereon vesting the property of the bankrupt in him or in any other person ;

(e) the appointment removal and release of a trustee in a bankruptcy or under or in pursuance of a composition or scheme and the revocation of any such release ;

(f) an order of discharge and the revocation of any such order ;

(g) the decision of a Court on any question of law or fact ; and

(h) an order for the administration in bankruptcy of a deceased person's estate.

(2) The provisions of any such law defining the status, powers rights and duties of an official receiver, an interim receiver, a special manager or a trustee in bankruptcy, or under or in purusance of a composition or scheme, or prescribing any rule of evidence, shall have as nearly, as may be, the same force throughout the British dominions as in British India.

(3) Provided* that when under any such law a receiving order has been made against a person or he has been adjudged bankrupt, or an order has been made for the administration of the estate of a deceased person who dies insolvent, sections 45, 46, sub-sections (2) and (4) of section 50, section 52, section 55, sub-section (5) of section 56, and (except in so far as it refers to the Board of Trade), sub-section (2) of section 70 of the bankruptcy Act, 1883, shall, so far as they are applicable, apply in respect of such portion of his property or estate as is situate in England in the same manner as if the order or adjudication had been made under that Act.

4. The certificate of appointment of a trustee issued under any such law shall, for the purposes of any law in force in any part of the British dominions beyond the limits of British India requiring registration, enrolment or recording of conveyances or assignments of property, be deemed to be a conveyance or assignment of property, and may be registered, enrolled and recorded accordingly.

5. No action for a dividend shall lie against a trustee under any such law in any Court in the British dominions.

6. Any Court in the British dominions beyond the limits of British India in which proceedings are pending against a debtor may, on proof that a bankruptcy petition has been presented by or against the debtor under any such law, either stay the proceedings or allow them to continue on such terms as it may think just.

Draft of a Bill to amend and consolidate the Law of Bankruptcy and Insolvency in British India.

Whereas it is expedient to amend and consolidate the law relating to bankruptcy and insolvency ; It is hereby enacted as follows :—

Preliminary.

1. (1) This Act may be cited as the Indian Bankruptcy Act, 1885.

(2) It shall, except as by this Act otherwise provided, come into force on such date as the Governor General in Council may, by noti-

* The provisions of the Bankruptcy Act, 1883, mentioned in this proviso either will not be re-produced in the Indian Act or will be reproduced in such a form that they would be unsuitable for application to property in England.

fication in the official Gazette, fix in this behalf, which date is in this Act referred to as the commencement of this Act.

2. Except as otherwise expressly provided by this Act, the provisions of this Act shall have the same local extent as those of the Bankruptcy Act, 1883 :

Provided that the following shall not extend to England, namely :—

Section 39 and 40 ;
Section 44, sub-section (2) ;
Section 48 ;
Section 49, sub-section (1) clause (*e*), and sub-section (2) ;
Section 62, sub-section (2).

PART I.

Proceedings from Act of Bankruptcy to Discharge

Acts of Bankruptcy.

3. (1) A debtor commits an act of bankruptcy in each of the following cases :—

(*a*) if in British India or elsewhere he makes a conveyance or assignment of his property to a trustee or trustees for the benefit of his creditors generally ;

(*b*) if in British India or elsewhere he makes a fraudulent conveyance, gift, delivery or transfer of his property, or of any part thereof ;

(*c*) if in British India or elsewhere he makes any conveyance or transfer of his property or any part thereof, or creates any charge thereon which would, under this or any other enactment for the time being in force, be void as a fraudulent preference if he were adjudged bankrupt ;

(*d*) if with intent to defeat or delay his creditors he does any of the following things, namely, departs out of British India, or being out of British India remains out of British India or departs from his dwelling-house, or otherwise absents himself, or begins to keep house ;

(*e*) if execution issued against him has been levied by sale of his property in any civil proceeding in British India ;

(*f*) if he files in the Court a declaration of his inability to pay his debts or presents a bankruptcy petition against himself ;

(*g*) if a creditor has obtained in British India a decree against him for any amount, and, execution thereof not having been stayed, has served on him in British India, or, by leave of the Court, elsewhere, a bankruptcy notice under this Act, requiring him to pay the judgment-debt in accordance with the terms of the decree, or to secure or compound for it to the satisfaction of the creditor or the Court, and he does

not, within *fifteen* days after service of the notice in case the service is effected in British India, and in case the service is effected elsewhere then within the time limited in that behalf by the order giving leave to effect the service, either comply with the requirements of the notice, or satisfy the Court that he has a counter-claim set off or cross demand which equals or exceeds the amount of the decree and which he could not set up in the suit in which the decree was obtained ;

(*b*) if the debtor gives notice to any of his creditors that he has suspended, or that he is about to suspend, payment of his debts.

(2) A bankruptcy notice under this Act shall be in the prescribed form, and shall state the consequences of non-compliance therewith, and shall be served in the prescribed manner.

Deceiving Order.

4. Subject to the conditions hereinafter specified, if a debtor commits an act of bankruptcy, the Court may, on a bankruptcy petition being presented either by a creditor or by the debtor, make an order, in this Act called a receiving order, for the protection of the estate.

5. (1) A creditor shall not be entitled to present a bankruptcy petition against a debtor unless—

(*a*) the debt owing by the debtor to the petitioning creditor, or, if two or more creditors join in the petition, the aggregate amount of debts owing to the several petitioning creditors, amounts to five hundred rupees ; and

(*b*) the debt is a liquidated sum, payable either immediately or at some certain future time ; and

(*c*) the act of bankruptcy on which the petition is grounded has occurred within three months before the presentation of the petition ; and

(*d*) the debtor is in prison within the local limits of the jurisdiction of the Court under an order of a Civil Court for non-payment of money, or has within a year before the date of the presentation of the petition ordinarily resided or had a dwelling-house or place of business within those limits.

(2) If the petitioning creditor is a secured creditor, he must in his petition either state that he is willing to give up his security for the benefit of the creditors in the event of the debtor being adjudged bankrupt, or give an estimate of the value of his security. In the latter case he may be admitted as a petitioning creditor to the extent of the balance of the debt due to him, after deducting the value so estimated in the same manner as if he were an unsecured creditor.

6. (1) A creditor's petition shall be verified by affidavit of the creditor, or of some person on his behalf having knowledge of the facts, and served in the prescribed manner.

(2) At the hearing the Court shall require proof of the debt of the

petitioning creditor, of the service of the petition, and of the act of bankruptcy, or, if more than one act of bankruptcy is alleged in the petition, of some one of the alleged acts of bankruptcy, and if satisfied with the proof may make a receiving order in pursuance of the petition.

(3) If the Court is not satisfied with the proof of the petitioning creditor's debt, or of the act of bankruptcy, or of the service of the petition, or is satisfied by the debtor that he is able to pay his debts, or that for other sufficient cause no order ought to be made, the Court may dismiss the petition.

(4) When the act of bankruptcy relied on is non-compliance with a bankruptcy notice to pay, secure or compound for a judgment-debt, the Court may, if it thinks fit, stay or dismiss the petition on the ground that an appeal is pending from the decree.

(5) Where the debtor appears on the petition, and denies that he is indebted to the petitioner, or that he is indebted to such an amount as would justify the petitioner in presenting a petition against him, the Court, on such security (if any) being given as the Court may require for payment to the petitioner of any debt which may be established against him in due course of law, and of the cost of establishing the debt, may, instead of dismissing the petition, stay all proceedings on the petition for such time as may be required for trial of the question relating to the debt.

(6) Where proceeding are stayed, the Court may, if by reason of the delay caused by the stay of proceedings or for any other cause it thinks just, make a receiving order on the petition of some other creditor, and shall thereupon dismiss, on such terms as it thinks just, the petition in which proceedings have been stayed as aforesaid.

(7) A creditors petition shall not, after presentment, be withdrawn without the leave of the Court.

7. (1) A debtor shall not be entitled to present a bankruptcy petition against himself unless he is in prison within the local limits of the jurisdiction of the Court under an order of a Civil Court for non-payment of money, or has within a year before the date of the presentation of the petition ordinarily, resided or had a dwelling-house or place of business within those limits.

(2) A debtor's petition shall allege that the debtor is unable to pay his debts, and the presentation thereof shall be deemed an act of bankruptcy without the previous filing by the debtor of any declaration of inability to pay his debts : and if the debtor proves that he is entitled to present the petition, the Court shall thereupon make a receiving order.

(3) A debtor's petition shall not, after presentment, be withdrawn without the leave of the Court.

8. (1) On the making of a receiving order the official receiver shall be thereby constituted receiver of the property of the debtor, and thereafter except as directed by this Act no creditor to whom the debtor is indebted in respect of any debt provable in bankruptcy shall have any remedy against the property or person of the debtor in respect of the debt, or shall commence any suit, action or other

legal proceedings unless with the leave of the Court and on such terms as the Court may impose.

(2) But this section shall not affect the power of any secured creditor to realize or otherwise deal with his security in the same manner as he would have been entitled to realize or deal with it if this section had not been passed.

9. (1) The Court may, if it is shown to be necessary for the protection of the estate, at any time after the presentation of a bankruptcy petition and before a receiving order is made, appoint the official receiver to be interim receiver of the property of the debtor, or of any part thereof, and direct him to take immediate possession thereof or of any part thereof.

(2) The Court may at any time after the presentation of a bankruptcy petition stay any suit, action, execution or other legal process pending in any Court in British India against the property or person of the debtor, and any Court in which proceedings are pending against a debtor may, on proof that a bankruptcy petition has been presented by or against the debtor, either stay the proceedings or allow them to continue on such terms as it may think just.

10. Where the Court makes an order staying any suit, action or proceeding or staying proceedings generally, the order may be served by sending a copy thereof, under the seal of the Court, by prepaid post letter to the Court before which the proceeding is pending.

11. (1) The official receiver of a debtor's estate may on the application of any creditor or creditors, and if satisfied that the nature of the debtor's estate or business or the interests of the creditors generally require the appointment of a special manager of the estate or business other than the official receiver, appoint a manager thereof accordingly to act until a trustee is appointed, and with such powers (including any of the powers of a receiver) as may be entrusted to him by the official receiver.

(2) The special manager shall give security and account in such manner as the Court may direct.

(3) The special manager shall receive such remuneration as the creditors may by resolution at an ordinary meeting determine, or, in default of any such resolution, as may be prescribed.

12. Notice of every receiving order, stating the name, address and description of the debtor, the date of the order, the Court by which the order is made and the date of the petition, shall be published in the prescribed manner.

13. If in any case where a receiving order has been made on a bankruptcy petition it appears to the Court by which the order was made upon an application by the official receiver, or any creditor or other person interested, that a majority of the creditors in number and value are resident in the United Kingdom or in any other part of Her Majesty's dominions beyond the limits of British India, or that from the situation of the property of the debtor, or other cause, his estate and effects ought to be distributed among the creditors under the Bankrupt or Insolvent Laws of that part of Her Majesty's dominions, the said Court, after such enquiry as to it may seem fit,

may rescind the receiving order and stay all proceedings on, or dismiss, the petition, upon such terms, if any, as the Court may think it.

Proceedings consequent on Order.

14. (1) As soon as may be after the making of a receiving order against a debtor, a general meeting of his creditors, (in this Act referred to as the first meeting of creditors) shall be held for the purpose of considering whether a proposal for a composition or scheme of arrangement shall be entertained, or whether it is expedient that the debtor shall be adjudged bankrupt, and generally as to the mode of dealing with the debtor's property.

(2) With respect to the summoning of and proceedings at the first and other meetings of creditors the rules in the first schedule shall be observed.

15. (1) Where a receiving order is made against a debtor, he shall make out and submit to the official receiver a statement of and in relation to his affairs in the prescribed form, verified by affidavit, and showing the particulars of the debtor's assets, debts and liabilities, the names, residences and occupations of his creditors, the securities held by them respectively, the dates when the securities were respectively given, and such further or other information as may be prescribed or as the official receiver may require.

(2) The statement shall be so submitted within the following times, namely :—

(i) if the order is made on the petition of the debtor, within three days from the date of the order ;

(ii) if the order is made on the petition of a creditor, within seven days from the date of the order.

But the Court may, in either case, for special reasons, extend the time.

(3) If the debtor fails without reasonable excuse to comply with the requirements of this section, the Court may, on the application of the official receiver, or of any creditor, adjudge him bankrupt.

(4) Any person stating himself in writing to be a creditor of the bankrupt may, pensonally or by agent, inspect this statement at all reasonable times, and take any copy thereof or extract therefrom ; but any person untruthfully so stating himself to be a creditor shall be punished, on the complaint of the trustee or official receiver, with imprisonment which may extend to three months, or with fine, or with both.

Public Examination of Debtor.

16. (1) Where the Court makes a receiving order it shall hold a public sitting, on a day to be appointed by the Court for the examination of the debtor, and the debtor shall attend thereat, and shall be examined as to his conduct, dealings and property.

(2) The examination shall be held as soon as conveniently may be after the expiration of the time for the submission of the debtor's statement of affairs.

(3) The Court may adjourn the examination from time to time.

(4) Any creditor who has tendered a proof, or his representative

authorised in writing, may question the debtor concerning his affairs and the causes of his failure.

(5) The official receiver, and a trustee if he is appointed before the conclusion of the examination, may take part therein.

(6) The Court may put such questions to the debtor as it may think expedient.

(7) The debtor shall be examined upon oath, and it shall be his duty to answer all such questions as the Court may put or allow to be put to him.

(8) Such notes of the examination as the Court thinks proper shall be taken down in writing, and shall be read over to and signed by the debtor, and may thereafter be used in evidence against him; they shall also be open to the inspection of any creditor at all reasonable times.

(9) When the Court is of opinion that the affairs of the debtor have been sufficiently investigated, it shall, by order, declare that his examination is concluded, but such order shall not be made until after the day appointed for the first meeting of creditors.

Composition or Scheme of Arrangement.

17. (1) The creditors may at the first meeting or any adjournment thereof, by special resolution, resolve to entertain a proposal for a composition in satisfaction of the debts due to them from the debtor, or a proposal for a scheme of arrangement of the debtor's affairs.

(2) The composition or scheme shall not be binding on the creditors unless it is confirmed by a resolution passed (by a majority in number representing three-fourths in value of all the creditors who have proved) at a subsequent meeting of the creditors, and is approved by the Court.

Any creditor who has proved his debt may assent to or dissent from the composition or scheme by a letter addressed to the official receiver in the prescribed form, and attested by a witness, so as to be received by the official receiver not later than the day preceding the said subsequent meeting, and any such creditor shall be taken as being present and voting at the meeting.

(3) The subsequent meeting shall be summoned by the official receiver by not less than seven days' notice, and shall not be held until after the public examination of the debtor is concluded. The notice shall state generally the terms of the proposal, and shall be accompanied by a report of the official receiver thereon.

(4) The debtor or the official receiver may, after the composition or scheme is accepted by the creditors, apply to the Court to prove it, and notice of the time appointed for hearing the application shall be given to each creditor who has proved.

(5) The Court shall, before approving a composition or scheme, hear a report of the official receiver as to the terms of the composition or scheme and as to the conduct of the debtor, and any objections which may be made by or on behalf of any creditor.

(6) If the Court is of opinion that the terms of the composition or scheme are not reasonable, or are not calculated to benefit the general

body of creditors, or in any case in which the Court is required under this Act where the debtor is adjudged bankrupt to refuse his discharge, the Court shall, or if any such facts are proved as would under this Act justify the Court in refusing, qualifying or suspending the debtor's discharge, the Court may, in its discretion, refuse to approve the composition or scheme.

(7) If the Court approves the composition or scheme, the approval may be testified by the seal of the Court being attached to the instrument containing the terms of the composition or scheme, or by the terms being embodied in an order of the Court.

(8) A composition or scheme accepted and approved in pursuance of this section shall be binding on all the creditors so far as relates to any debts due to them from the debtor and provable in bankruptcy.

(9) A certificate of the official receiver that a composition or scheme has been duly accepted and approved shall, in the absence of fraud, be conclusive as to its validity.

(10) The provisions of a composition or scheme under this section may be enforced by the Court in British India on application by any person interested, and an order of the Court made on the application may be executed as if it were a decree.

(11) If default is made in payment of any instalment due in pursuance of the composition or scheme, or if it appears to the Court, on satisfactory evidence, that the composition or scheme cannot in consequence of legal difficulties, or for any sufficient cause, proceed without injustice or undue delay to the creditors or to the debtor, or that the approval of the Court was obtained by fraud, the Court may, if it thinks fit, on application by any creditor, adjudge the debtor bankrupt, and annual the composition or scheme, but without prejudice to the validity of any sale disposition or payment duly made, or thing duly done under or in pursuance of the composition or scheme. Where a debtor is adjudged bankrupt under this sub-section, any debt provable in other respects, which has been contracted before the date of the adjudication, shall be provable in the bankruptcy.

(12) If, under or in pursuance of a composition, or scheme, a trustee is appointed to administer the debtor's property or manage his business, Part V of this Act shall apply to the trustee as if he were a trustee in a bankruptcy, and as if the terms "bankruptcy," "bankrupt" and "order of adjudication" included respectively a composition or scheme of arrangement, a compounding or arranging debtor and order approving the composition or scheme.

(13) Part III of this Act shall, so far as the nature of the case and the terms of the composition or scheme admit, apply thereto, the same interpretation being given to the words "trustee," "bankruptcy," "bankrupt" and "order of adjudication" as in the last preceding subsection.

(14) No composition or scheme shall be approved by the Court which does not provide for the payment in priority to other debts of all debts directed to be so paid in the distribution of the property of a bankrupt.

(15) The acceptance by a creditor of a composition or scheme shall

not release any person who under this Act would not be released by an order of discharge if the debtor had been adjudged bankrupt.

18. Notwithstanding the acceptance and approval of a composition or scheme, such composition or scheme shall not be binding on any creditor so far as regards a debt or liability from which, under the provisions of this Act, the debtor would not be discharged by an order of discharge in bankruptcy, unless the creditor assents to the composition or scheme.

Adjudication of Bankruptcy.

19. (1) At the time of making a receiving order, or at any time thereafter, the Court may, on the application of the debtor himself adjudge him bankrupt. The application may be made orally and without notice.

(2) Where a receiving order is made against a debtor, then, if the creditors at the first meeting or any adjournment thereof by ordinary resolution resolve that the debtor be adjudged bankrupt, or pass no resolution, or if the creditors do not meet, or if a composition or scheme is not accepted or approved in pursuance of this Act within fourteen days after the conclusion of the examination of the debtor or such further time as the Court may allow, the Court shall adjudge the debtor bankrupt.

(3) When a receiving order is made and no creditors attend at the time and place appointed for the first meeting or one adjournment thereof, or if sufficient creditors do not attend then to pass a special resolution, or when the official receiver satisfies the Court that the debtor has absconded or that the debtor does not intend to propose a composition or scheme, the Court may, either on the application of a creditor or of the official receiver, forthwith adjudge the debtor bankrupt.

(4) When a debtor is adjudged bankrupt his property shall become divisible among his creditors and shall vest in a trustee.

(5) Notice of every order adjudging a debtor bankrupt, stating the name, address and description of the bankrupt, the date of the adjudication and the Court by which the adjudication is made, shall be published in the prescribed manner, and the date of the order shall, for the purposes of this Act, be the date of the adjudication.

20. (1) The official receiver shall be the trustee of the property of bankrupt unless some other person is appointed trustee under the the provisions next hereinafter contained.

(2) Where a debtor is adjudged bankrupt, or the creditors have resolved that he be adjudged bankrupt, and the Court having regard to the value of the property or for any other reason declares that the appointment of a person other than the official receiver as trustee is desirable, the creditors may, by ordinary resolution, appoint some fit person, whether a creditor or not, to fill the office of trustee of the property of the bankrupt; or they may resolve to leave his appointment to the committee of inspection hereinafter mentioned.

(3) The person so appointed shall give security in manner prescribed to the satisfaction of the Court, and the Court, if satisfied with the security, shall certify that his appointment has been duly made, unless it disapproves of the appointment on the ground that it has not

been made in good faith by a majority in value of the creditors voting, or that the person appointed is not fit to act as trustee, or that his connection with or relation to the bankrupt or his estate or any particular creditor makes it difficult for him to act with impartiality in the interests of the creditors generally.

(4) The appointment of a trustee shall take effect as from the date of the certificate.

(5) If a declaration is made by the Court under sub-section (2) and a trustee is not appointed by the creditors within four weeks from the date of the declaration, or, if the declaration precedes the adjudication, from the date of the adjudication, or, in the event of negotiations for a composition or scheme being pending at the expiration of those four weeks, then within seven days from the close of those negotiations by the refusal of the creditors to accept, or of the Court to approve, the composition or scheme, the official receiver shall report the matter to the Court; and thereupon the Court may, if it thinks fit, appoint some fit person to be trustee of the bankrupt's property, and shall certify the appointment if made.

(6) Provided that the creditors or the committee of inspection (if so authorised by resolution of the creditors) may, at any subsequent time, if they think fit, appoint a trustee, and on the appointment being made and certified the person appointed shall become trustee in the place of the person appointed by the Court.

(7) When a debtor is adjudged bankrupt after the first meeting of creditors has been held, and a trustee has not been appointed prior to the adjudication, the official receiver shall, if a declaration has been made by the Court under sub-section (2), forthwith summon a meeting of creditors for the purpose of appointing a trustee.

21. (1) In any case in which a declaration is made under section 20, sub-section (2), and with the permission of the Court in any other case, the creditors qualified to vote may at their first or any subsequent meeting, by resolution, appoint from among the creditors qualified to vote, or the holders of general proxies or general powers-of-attorney from such creditors, a committee of inspection for the purpose of superintending the administration of the bankrupt's property by the trustee. The committee of inspection shall consist of not more than five nor less than three persons.

(2) The committee of inspection shall meet at such times as they from time to time appoint, and, failing such appointment, at least once a month; and the trustee or any member of the committee may also call a meeting of the committee as and when he thinks necessary.

(3) The committee may act by a majority of their members present at a meeting, but shall not act unless a majority of the committee are present at the meeting.

(4) Any member of the committee may resign his office by notice in writing signed by him, and delivered to the trustee.

(5) If a member of the committee becomes bankrupt, or compounds or arranges with his creditors, or is absent from five consecutive meetings of the committee, his office shall thereupon become vacant.

(6) Any member of the committee may be removed by an ordinary

resolution at any meeting of creditors, of which seven days' notice has been given, stating the object of the meeting.

(7) On a vacancy occurring in the office of a member of the committee, the trustee shall forthwith summon a meeting of creditors for the purpose of filling the vacancy, and the meeting may, by resolution, appoint another creditor or other person eligible as above to fill the vacancy.

(8) The continuing members of the Committee, provided there be not less than two such continuing members, may act notwithstanding any vacancy in their body; and where the number of members, of the committee of inspection is for the time being less than five, the creditors may increase that number so that it do not exceed five.

(9) If there is no committee of inspection, any act or thing or any direction or permission by this Act authorized or required to be done or given by the committee may be done or given by the Court on the application of the trustee.

22. (1) Where a debtor is adjudged bankrupt the creditors may, if they think fit, at any time after the adjudication, by special resolution, resolve to entertain a proposal for a composition in satisfaction of the debts due to them under the bankruptcy, or for a scheme of arrangement of the bankrupt's affairs; and thereupon the same proceedings shall be taken and the same consequences shall ensue as in the case of a composition or scheme accepted before adjudication.

(2) If the Court approves the composition or scheme, it may make an order annulling the bankruptcy and vesting the property of the bankrupt in him or in such other person as the Court may appoint, on such terms, and subject to such conditions, if any, as the Court may declare.

(3) If default is made in payment of any instalment due in pursuance of the composition or scheme, or if its appears to the Court that the composition or scheme cannot proceed without injustice or undue delay, or that the approval of the Court was obtained by fraud, the Court may, if it thinks fit, on application by any person interested, adjudge the debtor bankrupt, and annul the composition or scheme, but without prejudice to the validity of any sale, disposition or payment duly made, or thing duly done, under or in pursuance of the composition or scheme. Where a debtor is adjudged bankrupt under this sub-section, all debts, provable in other respects, which have been contracted before the date of such adjudication shall be provable in the bankruptcy.

Control over Person and Property of Debtor.

23. (1) Every debtor against whom a receiving order is made shall, unless prevented by sickness or other sufficient cause, attend the first meeting of his creditors, and shall submit to such examination and give such information as the meeting may require.

(2) He shall give such inventory of his property, such list of his creditors and debtors, and of the debts due to and from them respectively, submit to such examination in respect of his property or his creditors, attend such other meetings of his creditors, wait at such times on the official receiver, special manager or trustee, execute such powers-of-attorney, conveyances, deeds and instruments, and generally do all such acts and things in relation to his property and the dis-

tribution of the proceeds amongst his creditors as may be reasonably required by the official receiver, special manager or trustee, or may be prescribed by general rules, or be directed by the Court by any special order or orders made in reference to any particular case, or made on the occasion of any special application by the official receiver, special manager, trustee or any creditor or person interested.

(3) He shall, if adjudged bankrupt, aid, to the utmost of his power in the realization of his property and the distribution of the proceeds among his creditors.

(4) If a debtor wilfully fails to perform the duties imposed on him by this section, or to deliver up possession of any part of his property, which is divisible amongst his creditors under this Act, and which is for the time being in his possession or under his control, to the official receiver or to the trustee, or to any person authorised by the Court to take possession of it, he shall, in addition to any other punishment to which he may be subject, be guilty of a contempt of Court, and may be punished accordingly.

24. (1) The Court may, by warrant addressed to any police-officer or prescribed officer of the Court, cause a debtor to be arrested in British India, and any books, papers, money and goods in his possession there to be seized, and him and them to be safely kept as prescribed until such time as the Court may order under the following circumstances :—

(*a*) if, after a bankruptcy notice has been issued under this Act, or after presentation of a bankruptcy petition by or against him, it appears to the Court that there is probable reason for believing that he is about to abscond with a view of avoiding payment of the debt in respect of which the bankruptcy notice was issued, or of avoiding service of a bankruptcy petition, or of avoiding appearance to any such petition, or of avoiding examination in respect of his affairs, or of otherwise avoiding, delaying or embarrassing proceedings in bankruptcy against him ;

(*b*) if, after presentation of a bankruptcy petition by or against him, it appears to the Court that there is probable cause for believing that he is about to remove his property with a view of preventing or delaying possession being taken of it by the official receiver or trustee, or that there is probable ground for believing that he has concealed or is about to conceal or destroy any of his property or any books, documents or writings which might be of use to his creditors in the course of his bankruptcy ;

(*c*) if, after service of a bankruptcy petition on him, or after a receiving order is made against him, he removes any property in his possession above the value of fifty rupees without the leave of the official receiver or trustee ;

(*d*) if, without good cause shown, he fails to attend any examination ordered by the Court :

Provided that no arrest upon a bankruptcy notice shall be valid and protected unless the debtor before or at the time of his arrest shall be served with such bankruptcy notice.

(2) No payment or composition made or security given after

arrest made under this section shall be exempt from the provisions of this Act relating to fraudulent preferences.

25. Where a receiving order is made against a debtor, the Court, on the application of the official receiver or trustee, may, from time to time, order that for such time, not exceeding three months, as the Court thinks fit, post letters addressed to the debtor at any place or places mentioned in the order for re-direction shall be re-directed, sent or delivered by the Postal authorities in British India to the official receiver, or the trustee, or otherwise as the Court directs, and the same shall be done accordingly.

26. (1) The Court may, on the application of the official receiver or trustee, at any time after a receiving order has been made against a debtor, summon before it the debtor or his wife, or any person known or suspected to have in his possession any property belonging to the debtor, or supposed to be indebted to the debtor, or any person whom the Court may deem capable of giving information respecting the debtor, his dealings or property ; and the Court may require any such person to produce any documents in his custody or power relating to the debtor, his dealings or property.

(2) If any person so summoned, after having been tendered a reasonable sum, refuses to come before the Court at the time appointed, or refuses to produce any such document, having no lawful impediment made known to the Court at the time of its sitting and allowed by it the Court may, by warrant, cause him if in British India to be apprehended and brought up for examination.

(3) The Court may examine on oath, either by word of mouth or by written interrogatories, any person so brought before it concerning the debtor, his dealings or property.

(4) If any person on examination before the Court admits that he is indebted to the debtor, the Court may, on the application of the official receiver or trustee, order him to pay to the receiver or trustee, at such time and in such manner as to the Court seems expedient, the amount admitted, or any part thereof, either in full discharge of the whole amount in question or not, as the Court thinks fit, with or without costs of the examination.

(5) If any person on examination before the Court admits that he has in his possession any property belonging to the debtor, the Court may, on the application of the official receiver or trustee, order him to deliver to the official receiver or trustee such property, or any part thereof, at such time, and in such manner, and on such terms as to the Court may seen just.

(6) The Court may, if it think fit, issue a commission for the examination beyond the limits of British India of any person who if in British India would be liable to be brought before it for examination under this section.

Discharge of Bankrupt.

27. (1) A bankrupt may, at any time after being adjudged bankrupt, apply to the Court for an order of discharge, and the Court shall appoint a day for hearing the application, but the application

shall not be heard until the public examination of the bankrupt is concluded. The apolication shall be heard in open Court.

(2) On the hearing of the application the Court shall take into consideration a report of the official receiver as to the bankrupt's conduct and affairs, and may either grant or refuse an absolute order of discharge, or suspend the operation of the order for a specified time, or grant an order of discharge subject to any conditions with respect to any earnings or income which may afterwards become due to the bankrupt, or with respect to his after-acquired property : Provided that the Court shall refuse the discharge in all cases where the bankrupt has committed any offence under this Act, or under section 421, 422, 423, or 424 of the Indian Penal Code or any amendment thereof, and shall, on proof of any of the facts hereinafter mentioned, either refuse the order, or suspend the operation of the order for a specified time, or grant an order of discharge, subject to such conditions as aforesaid.

(3) The facts hereinbefore referred to are—

(*a*) that the bankrupt has omitted to keep such books of account as are usual and proper in the business carried on by him and as sufficiently disclose his business transactions and financial position within the three years immediately preceding his bankruptcy ;

(*b*) that the bankrupt has continued to trade after knowing himself to be insolvent ;

(*c*) that the bankrupt has contracted any debt provable in the bankruptcy without having at the time of contracting it any reasonable or probable ground of expectation (proof whereof shall lie on him) of being able to pay it ;

(*d*) that the bankrupt has brought on his bankruptcy by rash and hazardous speculations or unjustifiable extravagance in living ;

(*e*) that the bankrupt has put any of his creditors to unnecessary expense by a frivolous or vexatious defence to any action or suit properly brought against him ;

(*f*) that the bankrupt has within three months preceding the date of the receiving order, when unable to pay his debts as they become due, given an undue preference to any of his creditors ;

(*g*) that the bankrupt has on any previous occasion been adjudged bankrupt, or made under any enactment in force in any part of Her Majesty's dominions a composition or arrangement with his creditors ;

(*h*) that the bankrupt has been guilty of any fraud or fraudulent breach of trust ;

(4) For the purposes of this section the report of the official receiver shall be *primâ facie* evidence of the statements therein contained.

(5) Notice of the appointment by the Court of the day for hearing the application for discharge shall be published in the prescribed manner and sent fourteen days at least before the day so appointed to each creditor who has proved, and the Court may hear the official receiver and the trustee, and may also hear any creditor. At the

hearing the Court may put such questions to the debtor and receive such evidence as it may think fit.

(6) The Court may, in making an order of discharge, pass a decree against the debtor in favour of the official receiver or trustee for any balance of the debts provable under the bankruptcy which is not satisfied at the date of his discharge ; but in such case the decree shall not be executed without leave of the Court. which leave may be given on proof that the bankrupt has since his discharge acquired property or income available for payment of his debts.

(7) A discharged bankrupt shall, notwithstanding his discharge, give such assistance as the trustee may require in the realization and distribution of such of his property as is vested in the trustee, and if he fails to do so he shall be guilty of a contempt of Court ; and the Court may also, if it thinks fit, revoke his discharge, but without prejudice to the validity of any sale, disposition or payment duly made or thing duly done subsequent to the discharge, but before its revocation.

28. In either of the following cases ; that is to say :—

(1) in the case of a settlement made before and in consideration of marriage where the settlor is not at the time of making the settlement able to pay all his debts without the aid of the property comprised in the settlement ; or

(2) in the case of any covenant or contract made in consideration of marriage for the future settlement on or for the settlor's wife or children of any money or property wherein he had not at the date of his marriage any estate or interest (not being money or property of or in right of his wife) ;

if the settlor is adjudged bankrupt or compounds or arranges with his creditors, and it appears to the Court that such settlement, covenant or contract was made in order to defeat or delay creditors, or was unjustifiable having regard to the state of the settlor's affairs at the time when it was made, the Court may refuse or suspend an order of discharge or grant an order subject to conditions or refuse to approve a composition or arrangement, as the case may be, in like manner as in cases where the debtor has been guilty of fraud.

29. (1) An order of discharge shall not release the bankrupt from any debt on a recognizance, nor from any debt with which the bankrupt may be chargeable at the suit of the Crown or of any person for any offence against an enactment relating to any branch of the public revenue or at the suit of the Sheriff or other public officer on a bail bond entered into for the appearance of any person prosecuted for any such offence : and he shall not be discharged from such excepted debts unless the Government certifies in writing its consent to his being discharged therefrom.

(2) An order of discharge shall not release the bankrupt from any debt or liability incurred by means of any fraud or fraudulent breach of trust to which he was a party, nor from any debt or liability whereof he has obtained forbearance by any fraud to which he was a party.

(3) An order of discharge shall release the bankrupt from all other debts provable in bankruptcy.

(4) An order of discharge shall be conclusive evidence of the bank-

ruptcy, and of the validity of the proceedings therein; and in any proceedings that may be instituted against a bankrupt who has obtained an order of discharge in respect of any debt from which he is released by the order, the bankrupt may plead that the cause of action occurred before his discharge, and may give this Act and the special matter in evidence.

(5) An order of discharge shall not release any person who at the date of the receiving order was a partner or co-trustee with the bankrupt or was jointly bound or had made any joint contract with him, or any person who was surety or in the nature of a surety for him.

PART II.

ANNULMENT OF ADJUDICATION.

30. (1) Where in the opinion of the Court a debtor ought not to have been adjudged bankrupt, or where it is proved to the satisfaction of the Court that the debts of the bankrupt are paid in full, or where proceedings are pending in the United Kingdom or any other part of Her Majesty's dominions beyond the limits of British India for the distribution of the estate and effects of the bankrupt among his creditors under the Bankrupt or Insolvent Laws of that part of Her Majesty's dominions, and it appears to the Court that the distribution ought to take place in that part of Her Majesty's dominions, the Court, may on the application of any person interested, by order, annul the adjudication.

(2) Where an adjudication is annulled under this section, all sales and dispositions of property and payments duly made, and all acts theretofore done, by the official receiver, trustee or other person acting under their authority, or by the Court, shall be valid, but the property of the debtor who was adjudged bankrupt shall vest in such person as the Court may appoint, or in default of any such appointment revert to the debtor for all his estate or interests therein on such terms and subject to such conditions, if any, as the Court may declare by order.

(3) Notice of the order annulling an adjudication shall be forthwith published in the prescribed manner.

(4) For the purposes of this section any debt disputed by a debtor shall be considered as paid in full if the debtor enters into a bond, in such sum and with such sureties as the Court approves, to pay the amount to be recovered in any proceeding for the recovery of or concerning the debt, with costs; and any debt due to a creditor who cannot be found or cannot be identified shall be considered as paid in full if paid into Court.

PART III.

ADMINISTRATION OF PROPERTY.

Proof of Debts.

31. (1) Demands in the nature of unliquidated damages arising otherwise than by reason of a contract, promise or breach of trust shall not be provable in bankruptcy.

(2) A person having notice of any act of bankruptcy available

against the debtor shall not prove under the order for any debt or liability contracted by the debtor subsequently to the date of his so having notice.

(3) Save as aforesaid, all debts and liabilities, present or future, certain or contingent, to which the debtor is subject at the date of the receiving order, or to which he may become subject before his discharge by reason of any obligation incurred before the date of the receiving order, shall be deemed to be debts provable in bankruptcy.

(4) An estimate shall be made by the trustee of the value of any debt or liability provable as aforesaid which by reason of its being subject to any contingency or contingencies, or for any other reason, does not bear a certain value.

(5) Any person aggrieved by any estimate made by the trustee as aforesaid may appeal to the Court.

(6) If, in the opinion of the Court, the value of the debt or liability is incapable of being fairly estimated, the Court may make an order to that effect, and thereupon the debt or liability shall, for the purposes of this Act, be deemed to be a debt not provable in bankruptcy.

(7) If, in the opinion of the Court, the value of the debt or liability is capable of being fairly estimated, the Court may direct the value to be assessed before the Court itself, and may give all necessary directions for this purpose, and the amount of the value when assessed shall be deemed to be a debt provable in bankruptcy.

(8) "Liability" shall for the purposes of this Act include any compensation for work or labour done, any obligation or possibility of an obligation to pay money or money's worth on the breach of any express or implied covenant, contract, agreement or undertaking, whether the breach does or does not occur, or is or is not likely to occur or capable of occurring before the discharge of the debtor, and generally it shall include any express or implied engagement, agreement or undertaking to pay, or capable of resulting in the payment of, money, or money's worth, whether the payment is as respects amount fixed or unliquidated ; as respects times, or present future, certain or dependent on any one contingency or on two or more contingencies ; as to mode of valuation capable of being ascertained by fixed rules, or as matter of opinion.

32. Where there have been mutual credits, mutual debts or other mutual dealings between a debtor against whom a receiving order shall be made under this Act, and any other person proving or claiming to prove a debt under such receiving order, an account shall be taken of what is due from the one party to the other in respect of such mutual dealings, and the sum due from the one party shall be set off against any sum due from the other party, and the balance of the account, and no more, shall be claimed or paid on either side respectively ; but a person shall not be entitled under this section to claim the benefit of any set-off against the property of a debtor in any case where he had at the time of giving credit to the debtor notice of an act of bankruptcy committed by the debtor and available against him.

33. With respect to the mode of proving debts, the right of proof by secured and other creditors, the admission and rejection of proofs,

and the other matters referred to in the second schedule, the rules in that schedule shall be observed.

34. (1) In the distribution of the property of a bankrupt there shall be paid in priority to all other debts—

(*a*) all revenue, taxes, cesses and rates, whether payable to Her Majesty, to any local authority or otherwise, due from the bankrupt at the date of the receiving order, and having become due and payable within twelve months next before such time;

(*b*) all wages or salary of any clerk or servant in respect of services rendered to the bankrupt during four months before the date of the receiving order, not exceeding five hundred rupees; and

(*c*) all wages of any labourer or workman, not exceeding five hundred rupees, whether payable for time or piece-work, in respect of services rendered to the bankrupt during four months before the date of the receiving order.

(2) The foregoing debts shall rank equally between themselves, and shall be paid in full, unless the property of the bankrupt is insufficient to meet them, in which case they shall abate in equal proportions between themselves.

(3) In the case of partners the joint estate shall be applicable in the first instance in payment of their joint debts, and the separate estate of each partner shall be applicable in the first instance in payment of his separate debts. If there is a surplus of the separate estates, it shall be dealt with as part of the joint estate. If there is a surplus of the joint estate, it shall be dealt with as part of the respective separate estates in proportion to the right and interest of each partner in the joint estate.

(4) Subject to the provisions of this Act all debts proved in the bankruptcy shall be paid *pari passu*.

(5) If there is any surplus after payment of the foregoing debts, it shall be applied in payment of interest from the date of the receiving order at the rate of four per centum per annum on all debts proved in the bankruptcy.

35. (1) Where at the time of the presentation of the bankruptcy petition any person is apprenticed or is an articled clerk to the bankrupt, the adjudication of bankruptcy shall, if either the bankrupt or apprentice or clerk gives notice in writing to the trustee to that effect, be a complete discharge of the contract of apprenticeship or articles of agreement; and if any money has been paid by or on behalf of the apprentice or clerk to the bankrupt as a fee, the trustee may, on the application of the apprentice or clerk, or of some person on his behalf, pay such sum as the trustee, subject to an appeal to the Court, thinks reasonable, out of the bankrupt's property, to or for the use of the apprentice or clerk, regard being had to the amount paid by him or on his behalf, and to the time during which he served with the bankrupt under the contract or articles before the commencement of the bankruptcy, and to the other circumstances of the case.

(2) Where it appears expedient to a trustee, he may, on the application of any apprentice or articled clerk to the bankrupt, or any

person acting on behalf of such apprentice or articled clerk, instead of acting under the preceding provisions of this section, transfer the contract of apprenticeship or articles of agreement to some other person.

36. (1) The landlord or other person to whom any rent is due from the bankrupt may at any time, either before or after the commencement of the bankruptcy, exercise his right of distraint (if any) upon the property of the bankrupt for the rent due to him from the bankrupt, with this limitation, that if such distress for rent be levied after the commencement of the bankruptcy it shall be available only for one year's rent accrued due prior to the date of the order of adjudication, but the landlord or other person to whom the rent may be due from the bankrupt may prove under the bankruptcy for the surplus due for which the distress may not have been available.

(2) For the purposes of this section the term "order of adjudication" shall be deemed to include an order for the administration of the estate of a deceased person who dies insolvent.

Property available for Payment of Debts.

37. The bankruptcy of a debtor, whether the same takes place on the debtor's own petition or upon that of a creditor or creditors, shall be deemed to have relation back to, and to commence at, the time of the act of bankruptcy being committed on which a receiving order is made against him, or, if the bankrupt is proved to have committed more acts of bankruptcy than one, to have relation back to, and to commence at, the time of the first of the acts of bankruptcy proved to have been committed by the bankrupt within three months next preceding the date of the presentation of the bankruptcy petition; but no bankruptcy petition, receiving order of adjudication shall be rendered invalid by reason of any act of bankprutcy anterior to the debt of the petitioning creditor.

38. The property of the bankrupt divisible amongst his creditors, and in this Act referred to as the property of the bankrupt, shall not comprise the following particulars:—

(1) property held by the bankrupt for any other persons;

(2) the tools (if any) of his trade a necessary wearing apparel and bedding of himself, h wife and children, to a value, inclusive of tools and apparel and bedding, not exceeding two hundred rupees in the whole:

But it shall comprise the following particulars:—

(i) all such property as may belong to or be ves.ed in the bankrupt at the commencement of the bankruptcy or may be acquired by or devolve on him before his discharge;

(ii) the capacity to exercise and to take proceedings for exercising all such powers in or over or in respect of property as might have been exercised by the bankrupt for his own benefit at the commencement of his bankruptcy or before his discharge, except the right of nomination to a vacant ecclesiastical benefice; and

(iii) all moveable property being, at the commencement of the bankruptcy, in the possession, order or disposition of the

bankrupt, in his trade or business, by the consent and permission of the true owner, under such circumstances that he is the reputed owner thereof: Provided that things in action, other than debts due or growing due to the bankrupt in the course of his trade or business, shall not be deemed moveable property within the meaning of this section.

Effect of Bankruptcy on antecedent Transactions.

39. (1) Where execution of a decree has issued against the property of a debtor, no person shall be entitled to the benefit of the execution against the trustee in bankruptcy of the debtor, except in respect of assets realized in the course of the execution by sale or otherwise before the date of the receiving order, and before notice of the presentation of any bankruptcy petition by or against the debtor, or of the commission of any available act of bankruptcy by the debtor, has been given to the Court executing the decree.

(2) Nothing in this section shall affect the rights of a mortgagee or encumbrancer of property against which a decree is executed.

40. (1) Where execution of a decree has issued against any property of a debtor which is saleable in execution, and before the sale thereof notice is given to the Court executing the decree that a receiving order has been made against the debtor, the Court shall, on application, direct the property to be delivered to the official receiver or trustee under the order, but the costs of the execution shall be a charge on the property so delivered, and the official receiver or trustee may sell the property or an adequate part thereof for the purpose of satisfying the charge.

(2) An execution levied against the property of a debtor is not invalid by reason only of its being an act of bankruptcy, and a person who purchases the property in good faith under a sale in execution shall in all cases acquire a good title to them against the trustee in bankruptcy.

41. (1) Any settlement of property not being a settlement made before and in consideration of marriage, or made in favour of a purchaser or incumbrancer in good faith and for valuable consideration, or a settlement made on or for the wife or children of the settlor or property which has accrued to the settlor after marriage in right of his wife, shall, if the settlor becomes bankrupt within two years after the date of the settlement, be void against the trustee in the bankruptcy, and shall, if the settlor becomes bankrupt at any subsequent time within ten years after the date of the settlement, be void against the trustee in the bankruptcy, unless the parties claiming under the settlement can prove that the settlor was at the time of making the settlement able to pay all his debts without the aid of the property comprised in the settlement, and that the interest of the settlor in such property had passed to the trustee of such settlement on the execution thereof.

(2) Any covenant or contract made in consideration of marriage for the future settlement on or for the settlor's wife or children of any money or property wherein he had not at the date of his marriage

any estate or interest, whether vested or contingent in possession or remainder, and not being money or property of or in right of his wife, shall, on his becoming bankrupt before the property or money has been actually transferred or paid pursuant to the contract or covenant, be void against the trustee in the bankruptcy.

(3) "Settlement" shall for the purposes of this section include any conveyance or transfer of property.

42. (1) Every conveyance or transfer of property, or charge thereon made, every payment made, every obligation incurred and every judicial proceeding taken or suffered by any person unable to pay his debts as they become due from his own money in favour of any creditor, or any person in trust for any creditor, with a view of giving such creditor a preference over the other creditors, shall, if the person making, taking, paying or suffering the same is adjudged bankrupt on a bankruptcy petition presented within three months after the date of making, taking, paying or suffering the same, be deemed fraudulent and void as against the trustee in the bankruptcy.

(2) This section shall not affect the rights of any person making title in good faith and for valuable consideration through or under a creditor of the bankrupt.

43. Subject to the foregoing provisions of this Act with respect to the effect of bankruptcy on an execution of attachment, and with respect to the avoidance of certain settlements and preferences, nothing in this Act shall invalidate in the case of a bankruptcy—

(*a*) any payment of the bankrupt to any of his creditors;

(*b*) any payment or delivery to the bankrupt;

(*c*) any conveyance or assignment by the bankrupt for valuable consideration;

(*d*) any contract, dealing or transaction by or with the bankrupt for valuable consideration:

Provided that both the following conditions are complied with, namely:—

(1) the payment, delivery, conveyance, assignment, contract, dealing or transaction, as the case may be, takes place before the date of the receiving order; and

(2) the person (other than the debtor) to, by or with whom the payment, delivery, conveyance, assignment, contract, dealing or transaction was made, executed or entered into, has not at the time of the payment, delivery, conveyance, assignment, contract, dealing or transaction notice of any available act of bankruptcy, committed by the bankrupt before that time.

Realization of Property.

44. (1) The trustee shall, as soon as may be, take possession of the deeds, books and documents of the bankrupt, and all other parts of his property capable of manual delivery.

(2) The trustee shall, in relation to and for the purpose of acquiring or retaining possession of the property of the bankrupt, be in the

same position as if he were a receiver of the property appointed under section 503 of the Code of Civil Procedure, and shall have such of the powers conferable on a receiver under that section as may be specified in general rules, and the Court may on his application enforce such acquisition or retention accordingly.

(3) Where any part of the property of the bankrupt consists of stock, shares in ships, shares or any other property transferable in the books of any company, office or person, the trustee may exercise the right to transfer the property to the same extent as the bankrupt might have exercised it if he had not become bankrupt.

(4) Where any part of the property of the bankrupt consists of things in action, such things shall be deemed to have been duly assigned to the trustee.

(5) Any treasurer or other officer, or any banker, attorney or agent of a bankrupt, shall pay and deliver to the trustee all money and securities in his possession or power, as such officer, banker, attorney or agent, which he is not by law entitled to retain as against the bankrupt or the trustee. If he does not, he shall be guilty of a contempt of Court, and may be punished accordingly on the application of the trustee.

45. Any person acting under warrant of the Court may seize any part of the property of a bankrupt in the custody or possession of the bankrupt, or of any other person in British India, and with a view to such seizure may break open any house, building or room of the bankrupt, where the bankrupt is supposed to be, or any building or receptacle of the bankrupt where any of his property is supposed to be; and where the Court is satisfied that there is reason to believe that property of the bankrupt is concealed in a house or place in British India not belonging to him, the Court may, if it thinks fit, grant a search-warrant to any Police-officer or officer of the Court, who may execute it according to its tenor.

46. (1) Where a bankrupt is an officer of the army or navy or of Her Majesty's Indian marine service, or an officer or clerk or otherwise employed or engaged in the civil service of the Crown, the trustee shall receive for distribution amongst the creditors so much of the bankrupt's pay or salary as the Court, on the application of the trustee, with the consent of the chief officer of the department under which the pay or salary is enjoyed, may direct. Before making any order under this sub-section the Court shall communicate with the chief officer of the department as to the amount, time and manner of the payment to the trustee, and shall obtain the written consent of the chief officer to the terms of such payment.

(2) Where a bankrupt is in the receipt of a salary or income other than as aforesaid, or is entitled to any half pay, or pension, or to any compensation granted by the Government, the Court, on the application of the trustee, shall, from time to time, make such order as it thinks just for the payment of the salary, income, half pay, pension or compensation, or of any part thereof, to the trustee to be applied by him in such manner as the Court may direct.

(3) Nothing in this section shall take away or abridge any power

of the chief officer of any public department to dismiss a bankrupt, or to declare the pension, half pay or compensation of any bankrupt to be forfeited.

47. (1) Until a trustee is appointed the official receiver shall be the trustee for the purposes of this Act, and, immediately on a debtor being adjudged bankrupt, the property of the bankrupt shall vest in the trustee.

(2) On the appointment of a trustee the property shall forthwith pass to and vest in the trustee appointed.

(3) The property of the bankrupt shall pass from trustee to trustee, including under that term the official receiver when he fills the office of trustee, and shall vest in the trustee for the time being during his continuance in office, without any conveyance, assignment or transfer whatever.

48. (1) Where any part of the property of the bankrupt consists of any tenancy burdened with onerous covenants, of shares or stock in companies, of unprofitable contracts, or of any other property that is unsaleable, or not readily saleable, by reason of its binding the possessor thereof to the performance of any onerous act, or to the payment of any sum of money, the trustee, notwithstanding that he has endeavoured to sell or has taken possession of the property, or exercised any act of owner ship in relation thereto, but subject to the provisions of this section, may, by writing signed by him, at any time within three months after the adjudication of bankruptcy, or, where a person other than the official receiver is appointed trustee, after the first appointment of a trustee, disclaim the property :

Provided that where any such property shall not have come to the knowledge of the trustee within one month after the adjudication or appointment (as the case may be), he may disclaim such property at any time within two months after he first became aware thereof.

(2) The disclaimer shall operate to determine, as from the date of disclaimer, the rights, interests and liabilities of the bankrupt and his property in or in respect of the property disclaimed, and shall also discharge the trustee from all personal liability in respect of the property disclaimed as from the date when the property vested in him, but shall not, except so far as is necessary for the purpose of releasing the bankrupt and his property and the trustee from liability, affect the rights or liabilities of any other person.

(3) A trustee shall not be entitled to disclaim a tenancy without the leave of the Court, except in any cases which may, be prescribed by general rules ; and the Court may, before or on granting such leave, require such notices to be given to persons interested, and impose such terms as a condition of granting leave, and make such orders with respect to fixtures, tenant's improvements and other matters arising out of the tenancy as the Court thinks just.

(4) The trustee shall not be entitled to disclaim any property in pursuance of this section in any case where an application in writing has been made to the trustee by any person interested in the property requiring him to decide whether he will disclaim or not, and the trustee has for a period of twenty-eight days after the receipt of the application, or such extended period as may be allowed by the Court,

declined or neglected to give notice whether he disclaims the property or not; and, in the case of a contract, if the trustee, after such application as aforesaid, does not within the said period or extended period disclaim the contract, he shall be deemed to have adopted it.

(5) The Court may, on the application of any person who is, as against the trustee, entitled to the benefit or subject to the burden of a contract made with the bankrupt, make an order rescinding the contract on such terms as to payment by or to either party of damages for the non-performance of the contract, or otherwise, as to the Court may seem equitable, and any damages payable under the order to any such person may be proved by him as a debt under the bankruptcy.

(6) The Court may, on application by any person either claiming any interest in any disclaimed property, or under any liability not discharged by this Act in respect of any disclaimed property, and on hearing such persons as it thinks fit, make an order for the vesting of the property in or delivery thereof to any person entitled thereto, or to whom it may seem just that the same should be delivered by way of compensation for such liability as aforesaid, or a trustee for him, and on such terms as the Court thinks just; and, on any such vesting order being made, the property comprised therein shall vest accordingly in the person therein named in that behalf without any conveyance or assignment for the purpose:

Provided always that, where the property disclaimed is a tenancy, the Court shall not make a vesting order in favour of any person claiming under the bankrupt, whether as under-tenant or as mortgagee by demise except upon the terms of making such person subject to the same liabilities and obligations as the bankrupt was subject to under the tenancy in respect of the property at the date when the bankruptcy petition was filed, and any mortgagee or under-tenant declining to accept a vesting order upon such terms shall be excluded from all interest in and security upon the property; and if there shall be no person claiming under bankrupt who is willing to except an order upon such terms, the Court shall have power to vest the bankrupt's estate and interest in the property in any person bound either personally or in a representative character, and either alone or jointly with the bankrupt to discharge the tenant's liabilities and obligations, freed and discharged from all estates, incumbrances and interests created therein by the bankrupt.

(7) Any person injured by the operation of a disclaimer under this section shall be deemed to be a creditor of the bankrupt to the extent of the injury, and may accordingly prove the same as a debt under the bankruptcy.

49. (1) Subject to the provisions of this Act, the trustee may do all or any of the following things:—

(*a*) sell all or any part of the property of the bankrupt (including the goodwill of the business, if any, and the book debts due or growing due to the bankrupt) by public auction or private contract, with power to transfer the whole thereof to any person or company, or to sell the same in parcels;

(*b*) give receipts for any money received by him, which receipts

shall effectually discharge the person paying the money from all responsibility in respect of the application thereof;

(*c*) prove, rank, claim and draw a dividend in respect of any debt due to the bankrupt;

(*d*) exercise any powers the capacity to exercise which is vested in the trustee under this Act, and execute any powers-of-attorney, deeds and other instruments for the purpose of carrying into effect the provisions of this Act;

(*e*) deal with any property to which the bankrupt is beneficially entitled as tenant in tail or other owner of an estate of inheritance less than an estate in fee-simple in the same manner as the bankrupt might have dealt with it.

(2) Any dealing by a trustee under clause (*e*) with any property to which the bankrupt is before his discharge entitled as in that clause mentioned shall, although the bankrupt be dead at the time of that dealing, be as valid and have the same operation as if the bankrupt were then alive.

50. The trustee may, with the permission of the committee of inspection, do all or any of the following things:—

(1) carry on the business of the bankrupt, so far as may be necessary for the beneficial winding up of the same;

(2) bring, institute or defend any action, suit or other legal proceeding relating to the property of the bankrupt;

(3) employ a solicitor or other agent to take any proceedings or do any business which may be sanctioned by the committee of inspection;

(4) accept as the consideration for the sale of any property of the bankrupt a sum of money payable at a future time subject to such stipulations as to security and otherwise as the committee think fit;

(5) mortgage or pledge any part of the property of the bankrupt for the purpose of raising money for the payment of his debts;

(6) refer any dispute to arbitration, compromise all debts, claims and liabilities, whether present or future, certain or contingent, liquidated or unliquidated, subsisting or supposed to subsist between the bankrupt and any person who may have incurred any liability to the bankrupt, on the receipt of such sums, payable at such times, and generally on such terms as may be agreed on;

(7) make such compromise or other arrangement as may be thought expedient with creditors, or persons claiming to be creditors, in respect of any debts provable under the bankruptcy;

(8) make such compromise or other arrangement as may be thought expedient with respect to any claim arising out of or incidental to the property of the bankrupt, made or capable of being made on the trustee by any person or by the trustee on any person;

(9) divide in its existing form amongst the creditors, according

to its estimated value, any property which from it peculiar nature or other special circumstances cannot be readily or advantageously sold.

The permission given for the purposes of this section shall not be a general permission to do all or any of the above-mentioned things, but shall only be a permission to do the particular thing or things for which permission is sought in the specified case or cases.

Distribution of Property.

51. (1) Subject to the retention of such sums as may be necessary for the costs of administration, or otherwise, the trustee shall, with all convenient speed, declare and distribute dividends amongst the creditors who have proved their debts.

(2) The first dividend, if any, shall be declared and distributed within four months after the conclusion of the first meeting of creditors, unless the trustee satisfies the committee of inspection that there is sufficient reason for postponing the declaration to a later date.

(3) Subsequent dividends shall, in the absence of sufficient reason to the contrary, be declared and distributed as intervals of not more than six months.

(4) Before declaring a dividend the trustee shall cause notice of his intention to do so to be published in the prescribed manner, and shall also send reasonable notice thereof to each creditor mentioned in the bankrupt's statement who has not proved his debt.

(5) When the trustee has declared a dividend he shall send to each creditor who has proved a notice showing the amount of the dividend and when and how it is payable, and a statement in the prescribed form as to the particulars of the estate.

52. (1) Where one partner of a firm is adjudged bankrupt, a creditor to whom the bankrupt is indebted jointly with the other partners of the firm, or any of them, shall not receive any dividend out of the separate property of the bankrupt until all the separate creditors have received the full amount of their respective debts.

(2) Where joint and separate properties are being administered, dividefids of the joint and separate properties shall, subject to any order to the contrary that may be made by the Court on the application of any person interested, be declared together ; and the expenses of an incident to such dividends shall be fairly apportioned by the trustee between the joint and separate properties, regard being had to the work done for and the benefit received by each property.

53. In the calculation and distribution of a dividend the trustee shall make provision for debts provable in bankruptcy appearing from the bankrupt's statements, or otherwise, to be due to persons resident in places so distant from the place where the trustee is acting that in the ordinary course of communication they have not had sufficient time to tender their proofs, or to establish them if disputed, and also for debts provable in bankruptcy the subject of claims not yet determined. He shall also make provision for any disputed proofs or claims, and for the expenses necessary for the administra-

tion of the estate or otherwise, and, subject to the foregoing provisions, he shall distribute as dividend all money in hand.

54. Any creditor who has not proved his debt before the declaration of any dividend or dividends shall be entitled to be paid out of any money for the time being in the hands of the trustee any dividend or dividends he may have failed to receive before that money is applied to the payment of any future dividend or dividends, but he shall not be entitled to disturb the distribution of any dividend declared before the debt was proved by reason that he has not participated therein.

55. When the trustee has realized all the property of the bankrupt, or so much thereof as can, in the joint opinion of himself and of the committee of inspection, be realized without needlessly protracting the trusteeship, he shall declare a final dividend, but before so doing he shall give notice in manner prescribed to the persons whose claims to be creditors have been notified to him, but not established to his satisfaction, that if they do not establish their claims to the satisfaction of the Court within a time limited by the notice he will proceed to make a final dividend without regard to their claims. After the expiration of the time so limited, or, if the Court on application by any such claimant grant him further time for establishing his claim, then on the expiration of such further time, the property of the bankrupt shall be divided among the creditors who have proved their debts, without regard to the claims of any other persons.

56. No suit or action for a dividend shall lie against the trustee, but if the trustee refuses to pay any dividend the Court may, if it thinks fit, order him to pay it, and also to pay out of his own money interest thereon for the time that it is withheld, and the costs of the application.

57. (1) The trustee, with the permission of the Committee of inspection, may appoint the bankrupt himself to superintend the management of the property of the bankrupt or of any part thereof, or to carry on the trade (if any) of the bankrupt for the benefit of his creditors, and in any other respect to aid in administering the property in such manner and on such terms as the trustee may direct.

(2) The trustee may, from time to time, with the permission of the committee of inspection, make such allowance as he may think just to the bankrupt out of his property for the support of the bankrupt and his family, or in consideration of his services if he is engaged in winding up his estate, but any such allowance may be reduced by the Court.

58. The bankrupt shall be entitled to any surplus remaining after payment in full of his creditors, with interest, as by this Act provided, and of the costs, charges and expenses of the proceedings under the bankruptcy petition.

PART IV.

Official Receivers.

59. (1) The Court Justice of each High Court may, at any time after the passing of this Act, and, from time to time, appoint such person as he thinks fit to be official receiver of debtors' estates for that Court, and may remove any person so appointed from that office.

(2) The Local Government may in like manner appoint any such person as it thinks fit to be official receiver of debtors' estates for any other Court having bankruptcy jurisdiction under this Act, and remove any person so appointed from such office.

60. (1) The duties of the official receiver shall have relation both to the conduct of the debtor and to the administration of his estate.

(2) An official receiver may, for the purpose of affidavits verifying proofs, petitions or other proceedings under this Act, administer oaths.

(3) All expressions referring to the trustee under a bankruptcy shall, unless the context otherwise requires or the Act otherwise provides, include the official receiver when acting as trustee.

(4) The trustee shall supply the official receiver with such information, and give him such access to, and facilities for inspecting, the bankrupt's books and documents and generally shall give him such aid, as may be requisite for enabling the official receiver to perform his duties under this Act.

61. As regards the debtor, it shall be the duty of the official receiver—

(1) to investigate the conduct of the debtor and to report to the Court, stating whether there is reason to believe that the debtor has committed any act which constitutes an offence under this Act or under section 421, 422, 423, or 424 of the Indian Penal Code or any amendment thereof, or which would justify the Court in refusing, suspending or qualifying an order for his discharge ;

(2) to make such other reports concerning the conduct of the debtor as the Court may direct ;

(3) to take such part as may be directed by the Court in the public examination of the debtor ;

(4) to take such part and give such assistance in relation to the prosecution of any fraudulent debtor as the Court may direct.

62. (1) As regards the estate of a debtor it shall be the duty of the official receiver—

(*a*) pending the appointment of a trustee, to act as interim receiver of the debtor's estate, and, where a special manager is not appointed, as manager thereof ;

(*b*) to authorise the special manager to raise money or make advances for the purposes of the estate in any case where, in the interests of the creditors, it appears necessary so to do ;

(*c*) to summon and preside at the first meeting of creditors ;

(*d*) to issue forms of proxy for use at the meetings of creditors ;

(*e*) to report to the creditors as to any proposal which the debtor may have made with respect to the mode of liquidating his affairs ;

(*f*) to advertise the receiving order, the date of the creditors' first

meeting and of the debtor's public examination, and such other matters as it may be necessary to advertise ;

(*g*) to act as trustee where no trustee is appointed or during any vacancy in the office of trustee.

(2) For the purpose of his duties as interim receiver or manager the official receiver shall have such of the powers conferable on a receiver appointed under section 503 of the Code of Civil Procedure as may be specified in the general rules, but shall, as far as practicable, consult the wishes of the creditors with respect to the management of the debtor's property ; and may, for that purpose, if he thinks it advisable, summon meetings of the persons claiming to be creditors, and shall not, unless the Court otherwise orders, incur any expense beyond such as is requisite for the protection of the debtor's property or the disposing of perishable goods :

Provided that, when the debtor cannot himself prepare a proper statement of affairs, the official receiver may, subject to any prescribed conditions, and at the expense of the estate, employ some person or persons to assist in the preparation of the statement of affairs.

(3) Every official receiver shall account to the Court and pay over all moneys and deal with all securities in such manner as the Court, from time to time, directs.

PART V.

TRUSTEES.

Remuneration of Trustee.

63. (1) Where the creditors appoint any person to be trustee of a debtor's estate, his remuneration (if any) shall be fixed by an ordinary resolution of the creditors, or, if the creditors so resolve, by the committee of inspection, and shall be in the nature of a commission or percentage, of which one part shall be payable on the amount realized, after deducting any sums paid to secured creditors out of the proceeds of their securities, and the other part on the amount distributed in dividend.

(2) If one-fourth in number or value of the creditors dissent from the resolution, or the bankrupt satisfies the Court that the remuneration is unnecessarily large, the Court shall fix the amount of the remuneration.

(3) The resolution shall express what expenses the remuneration is to cover, and no liability shall attach to the bankrupt's estate, or to the creditors, in respect of any expenses which the remuneration is expressed to cover.

(4) Where no remuneration has been voted to a trustee he shall be allowed out of the bankrupt's estate such proper costs and expenses incurred by him in or about the proceedings of the bankruptcy as the prescribed officer may allow.

(5) A trustee shall not, under any circumstances whatever, make any arrangement for or accept from the bankrupt, or any solicitor, auctioneer or any other person that may be employed about a bank-

ruptcy, any gift, remuneration or pecuniary or other consideration or benefit whatever beyond the remuneration fixed by the creditors and payable out of the estate, nor shall he make any arrangement for giving up, or give up, any part of his remuneration, either as receiver, manager or trustee to the bankrupt, or any solicitor or other person that may be employed about a bankruptcy.

Costs.

64. (1) Where a trustee or manager receives remuneration for his services as such, no payment shall be allowed in his accounts in respect of the performance by any other person of the ordinary duties which are required by this Act or the rules made under this Act to be performed by himself.

(2) Where the trustee is a solicitor, he may contract that the remuneration for his services as trustee shall include all professional services.

(3) All bills and charges of solicitors, managers, accountants, auctioneers, brokers and other persons, not being trustees, shall be taxed by the prescribed officer, and no payments in respect thereof shall be allowed in the trustee's accounts without proof of such taxation having been made. The officer shall satisfy himself before passing such bills and charges that the employment of such solicitors and other persons, in respect of the particular matters out of which such charges arise, has been duly sanctioned.

(4) Every such person shall, on request by the trustee (which request the trustee shall make a sufficient time before declaring a dividend), deliver his bill of costs or charges to the prescribed officer, and if he fails to do so within seven days after receipt of the request, or such further time as the Court, on application, may grant, the trustee shall declare and distribute the dividend without regard to any claim by him, and thereupon any such claim shall be forfeited as well against the trustee personally as against the estate.

Receipts, Payments, Accounts, Audit.

65. (1) An account called the bankruptcy estates account shall be kept by the Court with such Government treasury or bank as the Governor General in Council may direct, and all moneys realized on account of a bankrupt's estate by the Court or any officer thereof under this Act shall, unless it is otherwise prescribed, be paid to that account.

(2) Every trustee in bankruptcy shall, in such manner and at such times as the Court, with the sanction of the Governor General in Council, directs, pay the money received by him to the bankruptcy estates account, and the treasury or bank shall furnish him with a certificate of receipt of the money so paid.

(3) Subject to any general rules relating to small bankruptcies under Part VII of this Act, where the debtor at the date of the receiving order has an account at a bank, such account shall not be withdrawn until the expiration of seven days from the day appointed for the first meeting of creditors, unless the Court, for the safety of the account, or other sufficient cause, orders the withdrawal of the account.

(4) If a trustee at any time retains for more than ten days a sum exceeding five hundred rupees, or such other amount as the Court in

any particular case authorizes him to retain, then, unless he explains the retention to the satisfaction of the Court, he shall pay interest on the amount so retained in excess at the rate of twenty per centum per annum, and shall have no claim for remuneration, and may be removed from his office by the Court, and shall be liable to pay any expenses occasioned by reason of his default.

(5) All payments out of money standing to the credit of the bankruptcy estates account shall be made by the treasury or bank in the prescribed manner.

66. No trustee in a bankruptcy or under any composition or scheme of arrangement shall pay any sums received by him as trustee into his private banking account.

67. (1) Whenever the cash balance standing to the credit of the bankruptcy estates account is in excess of the amount which, in the opinion of the Court, is required for the time being to answer demands in respect of bankrupts' estates, the Court shall notify the same to such officer as the Governor General in Council may appoint in this behalf, and shall pay over the same, or any part thereof as the officer may direct, to the officer, and the officer may invest the said sums or any part thereof in Government securities to be placed to the credit of the said account.

(2) Whenever any part of the money so invested is, in the opinion of the Court, required to answer any demands in respect of bankrupts' estates, the Court shall notify to the officer the amount so required, and the officer shall thereupon repay to the Court such sum as may be required to the credit of the bankruptcy estates account, and for that purpose may direct the sale of such part of the said securities as may be necessary.

(3) The dividends on the investments under this section shall be paid to such account as the Governor General in Council may direct, and regard shall be had to the amount thus derived in fixing the fees payable in respect of bankruptcy proceedings.

68. (1) Every trustee shall, at such times as may be prescribed, but not less than twice in each year during his tenure of office, send to the Court, or as it directs, an account of his receipts and payments as such trustee.

(2) The account shall be in a prescribed form, shall be made in duplicate, and shall be verified by a declaration in the prescribed form.

(3) The Court shall cause the accounts so sent to be audited, and for the purposes of the audit the trustee shall furnish the Court with such vouchers and information as the Court may require, and the Court may at any time require the production of and inspect any books or accounts kept by the trustee.

(4) When any such account has been audited, a copy thereof shall be filed in the Court, and shall be open to the inspection of any creditor, or of the bankrupt, or of any person interested.

69. The trustee shall, whenever required by any creditor so to do, and on payment by such creditor of the prescribed fee, furnish and transmit to such creditor by post a list of the creditors, showing in such list the amount of the debt due to each of such creditors.

70. The trustee shall keep, in manner prescribed, proper books, in which he shall from time to time cause to be made entries or minutes of proceedings at meetings, and of such other matters as may

be prescribed; and any creditor of the bankrupt may, subject to the control of the Court, personally or by his agent inspect any such books.

71. (1) Every trustee in a bankruptcy shall, from time to time, as may be prescribed, and not less than once in every year, during the continuance of the bankruptcy, submit to the Court a statement showing the proceedings in the bankruptcy up to the date of the statement, containing the prescribed particulars, and made out in the prescribed form.

(2) The Court shall cause the statements so transmitted to be examined, and shall call the trustee to account for any misfeasance, neglect or omission which may appear on the said statements or in his accounts or otherwise, and may require the trustee to make good any loss which the estate of the bankrupt may have sustained by the misfeasance, neglect or omission.

Release of Trustee.

72. (1) When the trustee has realized all the property of the bankrupt, or so much thereof as can, in his opinion, be realized without needlessly protracting the trusteeship, and distributed a final dividend, if any, or has ceased to act by the reason of a composition having been approved, or has resigned, or has been removed from his office, the Court shall, on his application, cause a report on his accounts to be prepared, and, on his complying with all the requirements of the Court, shall take into consideration the report, and any objection which may be urged by any creditor or person interested against the release of the trustee, and shall either grant or withhold the release accordingly.

(2) Where the release of a trustee is withheld, the Court may, on the application of any creditor or person interested, make such order as it thinks just, charging the trustee with the consequences of any act or default he may have done or made contrary to his duty.

(3) An order of the Court releasing the trustee shall discharge him from all liability in respect of any act done or default made by him in the administration of the affairs of the bankrupt, or otherwise in relation to his conduct as trustee; but any such order may be revoked on proof that it was obtained by fraud or by suppression or concealment of any material fact.

(4) Where the trustee has not previously resigned or been removed, his release shall operate as a removal of him from his office, and thereupon the official receiver shall be the trustee.

Official Name.

73. The trustee may sue and be sued by the official name of "the trustee of the property of , a bankrupt," inserting the name of the bankrupt, and by that name may hold property of every description, make contracts, sue and be sued, enter into any engagements binding on himself and his successors in office, and do all other acts necessary or expedient to be done in the execution of his office.

Appointment and removal.

74. (1) Subject to the provisions of this Act, the creditors may, if they think fit, appoint more persons than one to the office of trustee;

and when more persons than one are appointed they shall declare whether any Act required or authorised to be done by the trustee is to be done by all or any one or more of such persons, but all such persons are in this Act included under the term "trustee," and shall be joint-tenants of the property of the bankrupt.

(2) Subject as aforesaid, the creditors may also appoint persons to act as trustees in succession in the event of one or more of the persons first named declining to accept the office of trustee, or failing to give security, or not being approved of by the Court.

75. If a receiving order is made against a trustee, he shall thereby vacate his office of trustee.

76. (1) The creditors may, by ordinary resolution, at a meeting specially called for that purpose, of which seven days' notice has been given, remove a trustee appointed by them, and may at the same or any subsequent meeting appoint another person to fill the vacancy as hereinafter provided in case of a vacancy in the office of trustee.

(2) If the Court is of opinion that a trustee appointed by the creditors is guilty of misconduct, or fails to perform his duties under this Act, the Court may remove him from his office.

77. (1) If a vacancy occurs in the office of a trustee, the creditors in general meeting may appoint a person to fill the vacancy, and thereupon the same proceedings shall be taken as in the case of a first appointment.

(2) The official receiver shall, on the requisition of any creditor, summon a meeting for the purpose of filling any such vacancy.

(3) If the creditors do not within three weeks after the occurrence of a vacancy appoint a person to fill the vacancy, the official receiver shall report the matter to the Court, and the Court may appoint a trustee; but in such case the creditors or committee of inspection shall have the same power of appointing a trustee as in the case of a first appointment.

(4) If no trustee is appointed, and during any vacancy in the office of trustee, the official receiver shall act as trustee shall have all the powers of a trustee

Voting Powers of Trustee.

78. The vote of the trustee, or of his partner, clerk, solicitor or solicitor's clerk, either as creditor or as proxy for a creditor, shall not be reckoned in the majority required for passing any resolution affecting the remuneration or conduct of the trustee.

Control over Trustee.

79. (1) Subject to the provisions of this Act, the trustee shall, in the administration of the property of the bankrupt and in the distribution thereof amongst his creditors, have regard to any directions that may be given by resolution of the creditors at any general meeting, or by the committee of inspection; and any directions so given by the creditors at any general meeting shall in case of conflict be deemed to override any directions given by the committee of inspection.

(2) The trustee may, from time to time, summon general meetings of the creditors for the purpose of ascertaining their wishes, and it

shall be his duty to summon meetings at such times as the creditors, by resolution, either at the meeting appointing the trustee or otherwise may direct, or whenever requested in writing to do so by one-fourth in value of the creditors.

(3) The trustee may apply to the Court in manner prescribed for directions in relation to any particular matter arising under the bankruptcy.

(4) Subject to the provisions of this Act, the trustee shall use his own discretion in the management of the estate and its distribution among the creditors.

80. If the bankrupt or any of the creditors, or any other person, is aggrieved by any act or decision of the trustee, he may apply to the Court; and the Court may confirm, reverse or modify the act or decision complained of, and make such order in the premises as it thinks just.

81. (1) The Court shall take cognizance of the conduct of trustees, and in the event of any trustee not faithfully performing his duties and duly observing all the requirements imposed on him by any enactment or by rules or otherwise, with respect to the performance of his duties, or in the event of any complaint being made to the Court by any creditor in regard thereto, the Court shall enquire into the matter and take such action thereon as may be deemed expedient.

(2) The Court may at any time require any trustee to answer any inquiry made by it in relation to any bankruptcy in which the trustee is engaged, and may examine on oath the trustee or any other person concerning the bankruptcy.

(3) The Court may also direct a local investigation to be made of the books and vouchers of the trustee.

PART VI.

CONSTITUTION, PROCEDURE AND POWERS OF COURT.

Jurisdiction.

82. (1) The Courts having jurisdiction in bankruptcy under this Act shall be—

(*a*) the High Courts of Judicature at Fort William, Madras and Bombay,

(*b*) the Court of the Recorder of Rangoon, and

(*c*) such other Civil Courts as the Local Government, with the previous sanction of the Governor General in Council, may, from time to time, appoint in this behalf in the territories administered by it.

83. For the purposes of this Act the local limits of the jurisdiction of the said Courts shall be as follows, namely :

(*a*) the local limits of the jurisdiction of each of the said High Courts of Judicature shall be the local limits for the time being of its ordinary original civil jurisdiction ;

(*b*) the local limits of the jurisdiction of the Court of the Recorder

of Rangoon shall comprise the towns of Rangoon, Moulmein, Akyab and Bassein.

(c) the local limits of the jurisdiction of a Court appointed by a Local Government shall be such as may, from time to time, be fixed, with the previous sanction of the Governor General in Council, by that Local Government within the territories administered by it.

84. All matters in respect of which jurisdiction is given by this Act shall, in each of the said High Courts of Judicature, be ordinarily transacted and disposed of by or under the direction of one of the Judges of that Court, and the Chief Justice shall, from time to time, assign a Judge for that purpose.

85. Any proceedings in bankruptcy pending in any Court appointed by the Local Government of a province under section 82 may at any time, and at any stage thereof, and either with or without application from any of the parties thereto, be transferred by the High Court of the province to itself or to any other Court appointed as aforesaid in the province.

86. If any question of law arises in any bankruptcy proceeding in a Court appointed by the Local Government of a province under section 82, and all the parties to the proceeding desire, or one of them and the Judge of the Court may desire, to have the question determined in the first instance in the High Court of the province, the Judge shall state the facts, in the form of a special case, for the opinion of that High Court. The special case and the proceedings, or such of them as may be required, shall be transmitted to the High Court for the purposes of the determination.

87. Subject to the provisions of this Act and to general rules, the Judge of a Court exercising jurisdiction in bankruptcy may exercise in chambers the whole or any part of his jurisdiction.

88. (1) Subject to general rules limiting the powers conferred by this section, the High Court of Judicature at Fort William, Madras or Bombay may, from time to time, direct that, in any matters in respect of which jurisdiction is given to the Court by this Act, a Judge of the Presidency Small Cause Court appointed by it in this behalf shall have all or any of the powers in this section mentioned; and any order made or act done by such Judge of the Small Cause Court in the exercise of the said powers shall be deemed the order or act of the High Court.

(2) The powers referred to in sub-section (1) are the following, namely:—

(*a*) to hear bankruptcy petitions, and to make receiving orders and adjudications thereon;
(*b*) to hold the public examination of debtors;
(*c*) to grant orders of discharge;
(*d*) to approve compositions or schemes of arrangement;
(*e*) to make interim orders in any case of urgency;
(*f*) to make any order or exercise any jurisdiction which by any rule in that behalf is prescribed as proper to be made or exercised in chambers;
(*g*) to hear and determine any unopposed or *ex parte* application;
(*h*) to summon and examine any person known or suspected to have in his possession effects of the debtor or to be

indebted to him, or capable of giving information respecting the debtor, his dealings or property.

(3) A Judge of the Small Cause Court shall not have power to commit for contempt of Court.

89. A Court appointed by a Local Government under section 82 shall, for the purposes of its bankruptcy jurisdiction, in addition to its ordinary powers, have all the powers and jurisdiction possessed by any of the said High Courts of Judicature, and the orders of the Court may be enforced accordingly in manner prescribed.

90 (1) Subject to the provisions of this Act, every Court having jurisdiction in bankruptcy under this Act shall have full power to decide all questions of priorities, and all other questions whatsoever, whether of law or fact, which may arise in any case of bankruptcy coming within the cognizance of the Court, or which the Court may deem it expedient or necessary to decide for the purpose of doing complete justice or making a complete distribution of property in any such case.

(2) A Court having jurisdiction in bankruptcy under this Act shall not be subject to be restrained in the execution of its powers under this Act by the order of any other Court, nor shall any appeal lie from its decisions, except in manner directed by this Act.

(3) Where a receiving order has been made in any of the said High Courts of Judicature under this Act, the Judge by whom such order was made shall have power, if he sees fit, without any further consent, to order the transfer to such Judge of any suit or action by or against the bankrupt pending before any other Judge or Judges of the Court.

(4) Where default is made by a trustee, debtor or other person in obeying any order or direction given by the Court or by an official receiver or any other officer of the Court under any power conferred by this Act, the Court may, on the application of the official receiver or other duly authorised person, order such defaulting trustee, debtor or person to comply with the order or direction so given; and the Court may also, if it shall think fit, upon any such application make an immediate order for the committal of such defaulting trustee, debtor or other person if in British India: Provided that the power given by this sub-section shall be deemed to be in addition to and not in substitution for any other right or remedy in respect of such default.

Appeals.

91. (1) Every Court having jurisdiction in bankruptcy under this Act may review, rescind or vary any order made by it under its bankruptcy jurisdiction.

(2) Orders in bankruptcy matters shall, at the instance of any person aggrieved, be subject to appeal as follows:—

(*a*) an appeal shall lie from the order of a single Judge of one of the said High Courts of Judicature to the High Court;

(*b*) an appeal shall lie from the order of the Court of the Recorder of Rangoon to the Special Court;

(*c*) an appeal shall lie from the order of a Court appointed by a Local Government under section 82 to the High Court of the province;

(*d*) no appeal shall be entertained except in conformity with

such general rules as may for the time being be in force in relation to the appeal.

Procedure.

92. (1) Subject to the provisions of this Act and to general rules, the costs of and incidental to any proceeding in Court under this Act shall be in the discretion of the Court.

(2) The Court may at any time adjourn any proceedings before it upon such terms, if any, as it may think fit to impose.

(3) The Court may at any time amend any written process or proceeding under this Act upon such terms, if any, as it may think fit to impose.

(4) Where by this Act or by general rules the time for doing any act or thing is limited, the Court may extend the time either before or after the expiration thereof, upon such terms, if any, as the Court may think fit to impose.

(5) Subject to general rules, the Court may in any matter take the whole or any part of the evidence either *viva voce* or by interrogatories, or upon affidavit, or by commission beyond the limits of British India.

(6) For the purpose of approving a composition or scheme by joint debtors, the Court may, if it thinks fit, and on the report of the official receiver that it is expedient so to do, dispense with the public examination of one of such joint debtors if he is unavoidably prevented from attending the examination by illness or absence abroad.

93. Where two or more bankruptcy petitions are presented against the same debtor or against joint debtors, the Court may consolidate the proceedings, or any of them, on such terms as the Court thinks fit.

94. Where the petitioner does not proceed with due diligence on his petition, the Court may substitute as petitioner any other creditor. to whom the debtor may be indebted in the amount required by this Act in the case of the petitioning creditor.

95. If a debtor by or against whom a bankruptcy petition has been presented dies, the proceedings in the matter shall, unless the Court otherwise orders, be continued as if he were alive.

96. The Court may, at any time, for sufficient reason, make an order staying the proceedings under a bankruptcy petition, either altogether or for a limited time, on such terms and subject to such conditions as the Court may think just.

97. Any creditor whose debt is sufficient to entitle him to present a bankruptcy petition against all the partners of a firm may present a petition against any one or more partners of the firm without including the others.

98. Where there are more respondents than one to a petition, the Court may dismiss the petition as to one or more of them, without prejudice to the effect of the petition as against the other or others of them.

99. Where a receiving order has been made on a bankruptcy petition against or by one member of a partnership, any other bankruptcy petition against or by a member of the same partnership shall be filed

in or transferred to the Court in which the first-mentioned petition is in course of prosecution, and if a trustee has been appointed in respect of the property of the first-mentioned member of the partnership, the same trustee shall, unless the Court otherwise directs, be appointed in respect of the property of the last-mentioned member, and the Court may give such directions for consolidating the proceedings under the petitions as it thinks just.

100. Where a member of a partnership is adjudged bankrupt, the Court may authorise the trustee to commence and prosecute any suit or action in the names of the trustee and of the bankrupt's partner; and any release by such partner of the debt or demand to which the action relates shall be void; but notice of the application for authority to commence the suit or action shall be given to him, and he may show cause against it, and on his application the Court may, if it thinks fit, direct that he shall receive his proper share of the proceeds of the action, and if he does not claim any benefit therefrom he shall be indemnified against costs in respect thereof as the Court directs.

101. Where a bankrupt is a contractor in respect of any contract jointly with any person or persons, such person or persons may sue or be sued in respect of the contract without the joinder of the bankrupt.

102. Any two or more persons, being partners, or any person carrying on business under a partnership name, may take proceedings or be proceeded against under this Act in the name of the firm; but in such case the Court may, on application by any person interested, order the names of the persons who are partners in such firm or the name of such person to be disclosed in such manner, and verified on oath, or otherwise as the Court may direct.

PART VII.

Small Bankruptcies.

103. When a petition is presented by or against a debtor, if the Court is satisfied by affidavit or otherwise, or the official receiver reports to the Court, that the property of the debtor is not likely to exceed in value three thousand rupees, the Court may make an order that the debtor's estate be administered in a summary manner, and thereupon the provisions of this Act shall be subject to the following modifications:—

(*a*) if the debtor is adjudged bankrupt, the official receiver shall be the trustee in the bankruptcy;

(*b*) there shall be no committee of inspection, but the official receiver may do with the permission of the Court all things which may be done by the trustee with the permission of the committee of inspection;

(*c*) such other modifications may be made in the provisions of this Act as may be prescribed by general rules with the view in saving expense and simplifying procedure; but nothing of this section shall permit the modification of the provisions of this Act relating to the examination or discharge of the debtor:

Provided that the creditors may at any time, with the previous

permission of the Court, by special resolution, resolve that some person other than the official receiver be appointed trustee in the bankruptcy, and thereupon the bankruptcy shall proceed as if an order for summary administration had not been made.

PART VIII.

FRAUDULENT DEBTORS AND CREDITORS.

104. (1) This Part shall extend only to British India.

(2) "The Court" in this Part means the Court before which an accused person is tried.

(3) Nothing in this Part shall prevent any person from being prosecuted under any other law for any act or omission which constitutes an offence under this Part or from being liable under that other law to any other or higher punishment or penalty than that provided by this Part :

Provided that a person shall not be punished twice for the same offence.

105. Any person against whom a receiving order has been made under this Act shall, in each of the cases following, be punished with imprisonment which may extend to two years, or with fine, or with both ; that is to say,—

(*a*) If he does not, to the best of his knowledge and belief, fully and truly discover to the trustee administering his estate for the benefit of his creditors all his property, and how, and to whom, and for what consideration, and when he disposed of any part thereof, except such part as has been disposed of in the ordinary way of his trade (if any), or laid out in the ordinary expense of his family, unless the Court is satisfied that he had no intent to defraud :

(*b*) If he does not deliver up to such trustee, or as he directs, all such part of his property as is in his custody or under his control, and which he is required by law to deliver up, unless the Court is satisfied that he had no intent to defraud :

(*c*) If he does not deliver up to such trustee, or as he directs, all books, documents, papers and writings in his custody or under his control relating to his property or affairs, unless the Court is satisfied that he had no intent to defraud :

(*d*) If after the presentation of a bankruptcy petition by or against him, or within four months next before such presentation, he conceals any part of his property to the value of one hundred rupees or upwards, or conceals any debt due to or from him, unless the Court is satisfied that he had no intent to defraud :

(*e*) If after the presentation of a bankruptcy petition by or against him, or within four months next before such presentation, he fraudulently removes any part of his property of the value of one hundred rupees or upwards :

(*f*) If he makes any material omission in any statement relating

to his affairs, unless the Court is satisfied that he had no intent to defraud :

(*g*) If, knowing or believing that a false debt has been proved by any person under the bankruptcy, he fail for the period of a month to inform such trustee as aforesaid thereof :

(*h*) If after the presentation of a bankruptcy petition by or against him, he prevents the production of any book, document, paper or writing affecting or relating to his property or affairs, unless the Court is satisfied that he had no intent to conceal the state of his affairs or to defeat the law :

(*i*) If after the presentation of a bankruptcy petition by or against him, or within four months next before such presentation, he conceals, destroys, mutilates or falsifies, or is privy to the concealment, destruction, mutilation or falsification of, any book or document affecting or relating to his property or affairs, unless the Court is satisfied that he had no intent to conceal the state of his affairs or to defeat the law :

(*j*) If after the presentation of a bankruptcy petition by or against him, or within four months next before such presentation, he makes or his privy to the making of any false entry in any book or document affecting or relating to his property or affairs, unless the Court is satisfied that he had no intent to conceal the state of his affairs or to defeat the law ;

(*k*) If after the presentation of a bankruptcy petition by or against him, or within four months next before such presentation, he fraudulently parts with, alters or makes any omission, or is privy to the fraudulently parting with, altering or making any omission, in any document affecting or relating to his property or affairs :

(*l*) If after the presentation of a bankruptcy petition by or against him, or at any meeting of his creditors within four months next before such presentation, he attempts to account for any part of his property by fictitious losses or expenses :

(*m*) If while undischarged he obtains credit to the extent of two hundred rupees or upwards from any person without informing such person that he is an undischarged bankrupt :

(*n*) If within four months next before the presentation of a bankruptcy petition by or against him, he, by any false representation or other fraud, has obtained any property on credit and has not paid for the same :

(*o*) If within four months next before the presentation of a bankruptcy petition by or against him, he, being a trader, obtains under the false pretence of carrying on business and dealing in the ordinary way of his trade, any property on credit, and has not paid for the same, unless the Court is satisfied that he had no intent to defraud :

(*p*) If within four months next before the presentation of a bankruptcy petition by or against him, he, being a trader,

pawns, pledges or disposes of otherwise than in the ordinary way of his trade any property which he has obtained on credit and has not paid for, unless the Court is satisfied that he had no intent to defraud :

(*q*) If he is guilty of any false representation or other fraud for the purpose of obtaining the consent of his creditors or any of them to any agreement with reference to his affairs or his bankruptcy.

106. If any person against whom a receiving order has been made under this Act after the presentation of a bankruptcy petition by or against him, or within four months before such presentation, quits British India and takes with him, or attempts or makes preparation for quitting British India and for taking with him, any part of his property to the amount of two hundred rupees or upwards, which ought by law to be divided amongst his creditors, he shall (unless the Court is satisfied that he had no intent to defraud) be punished with imprisonment which may extend to two years, or with fine, or with both.

107. Any person shall in each of the cases following be punished with imprisonment which may extend to one year, or with fine, or with both ; that is to say,—

(1) if in incurring any debt or liability, he has obtained credit under false pretences, or by means of any other fraud ;

(2) if he has with intent to defraud his creditors, or any of them, made, or caused to be made, any gift, delivery or transfer of or any charge on his property ;

(3) if he has, with intent to defraud his creditors, concealed or removed any part of his property since or within two months before the date of any unsatisfied decree or order for payment of money obtained against him.

108. If any creditor, in any bankruptcy composition or arrangement with creditors, wilfully and with intent to defraud makes any false claim, or any proof, declaration or statement of account which is untrue in any material particular, he shall be punished with imprisonment which may extend to one year, or with fine, or with both.

109. Where a debtor makes any composition or arrangement with his creditors, he shall remain liable for the unpaid balance of any debt which he incurred or increased, or whereof before the date of the arrangement or composition he obtained forbearance, by any fraud, provided the defrauded creditor has not assented to the arrangement or composition otherwise than by proving his debt and accepting dividends.

110. Where the official receiver or a trustee in any bankruptcy reports to any Court exercising jurisdiction in bankruptcy that in his opinion a debtor against whom a receiving order has been made under this Act has been guilty of any offence under this Act, or under section 421, 422, 423 or 424 of the Indian Penal Code, or where any such Court is satisfied upon the representation of any creditor or member of the committee of inspection that there is ground to believe that the debtor has been guilty of any offence as aforesaid, that Court shall, if it appears to it that there is a reasonable probability that the

debtor may be convicted, order the official receiver or trustee to prosecute him for such offence.

111. Where a debtor has been guilty of any offence he shall not be exempt from being proceeded against therefor by reason that he has obtained his discharge or that a composition or scheme of arrangement has been accepted or approved.

PART IX.

SUPPLEMENTAL PROVISIONS.

Application of Act.

112. A married woman shall, in respect of her separate property (if any), be subject to this Act in the same way as if she were unmarried.

113. A receiving order shall not be made against any corporation, or against any partnership or association, or company registered under any enactment relating to companies for the time being in force.

114. (1) Any creditor of a deceased debtor whose debt would have been sufficient to support a bankruptcy petition against such debtor had he been alive, may present to the Court a petition in the prescribed form, praying for an order for the administration of the estate of the deceased debtor according to the Law of Bankruptcy.

(2) Upon the prescribed notice being given to the executor, administrator or other legal representative of the deceased debtor, the Court may, in the prescribed manner, upon proof of the petitioner's debt, unless the Court is satisfied that there is a reasonable probability that the estate will be sufficient for the payment of the debts owing by the deceased, make an order for the administration in bankruptcy of the deceased debtor's estate, or may upon cause shown dismiss such petition with or without costs.

(3) An order of administration under this section shall not, in cases where a grant of probate or administration is required to establish a title as legal representative, be made until the expiration of two months from the date of the grant of probate or letters of administration, unless with the concurrence of the legal representative of the deceased debtor, or unless the petitioner proves to the satisfaction of the Court that the debtor committed an act of bankruptcy within three months prior to his decease.

(4) A petition for administration under this section shall not be presented to the Court after proceedings have been commenced in any court of justice for the administration of the deceased debtor's estate; but that court may, in such case, on the application of any creditor, and on proof that the estate is insufficient to pay its debts, transfer the proceedings to the court exercising jurisdiction in bankruptcy, and thereupon such last-mentioned court may, in the prescribed manner, make an order for the administratian of the estate of the deceased debtor, and the like consequences shall ensue as under an administration order made on the petition of a creditor.

(5) Upon an order being made for the administration of a deceased debtor's estate, the property of the debtor shall vest in the official

receiver of the Court, as trustee thereof, and he shall forthwith proceed to realize and distribute the same in accordance with the provisions of this Act.

(6) With the modifications hereinafter mentioned, all the provisions of Part III of this Act, relating to the administration of the property of a bankrupt, shall, so far as the same are applicable, apply to the case of an administration order under this section in like manner as to an order of adjudication under this Act.

(7) In the administration of the property of the deceased debtor under an order of administration, the official receiver shall have regard to any claim by the legal representative of the deceased debtor to payment of the proper funeral and testamentary expenses incurred by him in and about the debtor's estate, and such claims shall be deemed a preferential debt under the order, and be payable in full, out of the debtor's estate, in priority to all other debts.

(8) If, on the administration of a deceased debtor's estate, any surplus remains in the hands of the official receiver, after payment in full of all the debts due from the debtor, together with the costs of the administration and interest as provided by this Act in case of bankruptcy, such surplus shall be paid over to the legal representative of the deceased debtor's estate, or dealt with in such other manner as may be prescribed.

(9) Notice to the legal representative of a deceased debtor of the presentation by a creditor of a petition under this section shall, in the event of an order for administration being made thereon, be deemed to be equivalent to notice of an act of bankruptcy, and after such notice no payment or transfer of property made by the legal representative shall operate as a discharge to him as between himself and the official receiver; save as aforesaid nothing in this section shall invalidate any payment made or any act or thing done in good faith by the legal representative before the date of the order for Administration.

(10) Unless the context otherwise requires, "Court," in this section, means the Court exercising jurisdiction in bankruptcy within the local limits of the jurisdiction of which the debtor resided or carried on business for the greater part of the six months immediately prior to his decease: "creditor" means one or more creditors qualified to present a bankruptcy petition as in this Act provided.

(11) General rules, for carrying into effect the provisions of this section, may be made in the same manner and to the like effect and extent as in bankruptcy.

General Rules.

115. (1) The High Court of a province may, from time to time, with the concurrence of the Governor General in Council, make, revoke and alter general rules for carrying into effect the objects of this Act.

(2) All general rules made under the foregoing provisions of this section shall be judicially noticed, and shall have effect as if enacted by this Act.

(3) Such general rules as may be required for purposes of this Act may be made at any time after the passing of this Act.

(4) Provided that the said general rules so made, revoked or altered shall not extend the jurisdiction of the Court.

(5) After the commencement of this act no general rule under the provisions of this section shall come into operation until the expiration of one month after the same has been made and issued.

Fees and Remuneration.

116. (1) The High Court of a province may, with the previous sanction of the Governor General in Council, from time to time prescribe a scale of fees and percentages to be charged for or in respect of proceedings under this Act, and direct by whom and in what manner the same are to be collected, accounted for, and to what account they shall be paid.

(2) The High Court may, with the like sanction, from time to time fix the remuneration to be paid to the official receivers.

(3) This section shall come into operation on the passing of this Act.

Evidence.

117. (1) A copy of the *Gazette of India* or of a Local Government, containing any notice inserted therein in pursuance of this Act or the rules made under this Act, shall be evidence of the facts stated in the notice.

(2) The production of a copy of the *Gazette* containing any notice of a receiving order, or of an order adjudging a debtor bankrupt, shall be conclusive evidence in all legal proceedings of the order having been duly made, and of its date.

118. (1) A minute of proceedings at a meeting of creditors under this Act, signed at the same or the next ensuing meeting, by a person describing himself as, or appearing to be, chairman of the meeting at which the minute is signed, shall be received in evidence without further proof.

(2.) Until the contrary is proved, every meeting of creditors in respect of the proceedings whereof a minute has been so signed shall be deemed to have been duly convened and held, and all resolutions passed or proceedings had thereat to have been duly passed or had.

119. Any petition or copy of a petition in bankruptcy, any order or certificate or copy of an order or certificate made by any Court having jurisdiction in bankruptcy, any instrument or copy of an instrument, affidavit or document made or used in the course of any bankruptcy proceedings, or other proceedings had under this Act, shall, if it appears to be sealed with the seal of any Court having jurisdiction in bankruptcy, or purports to be signed by any Judge thereof, or is certified as a true copy by any Registrar thereof, be receivable in evidence in all legal proceedings whatever.

120. Subject to general rules any affidavit may be used in a Bankruptcy Court if it is sworn—

(1) in British India, before—

(*a*) any Court or Magistrate,

(*b*) any officer whom the High Court of a province may appoint in this behalf, or

(*c*) any officer appointed by any other Court which the Local

Government has generally or specially empowered in this behalf;

(2) in England, before any person authorised to administer oaths in Her Majesty's High Court of Justice, or in the Court of Chancery of the County Palatine of Lancaster, or before any Registrar of a Bankruptcy Court, or before any officer of a Bankruptcy Court authorised in writing on that behalf by the Judge of the Court;

(3) in Scotland or in Ireland, before a Judge Ordinary, Magistrate or Justice of the Peace; and

(4) in any other place, before a Magistrate or Justice of the Peace or other person qualified to administer oaths in that place (he being certified to be a Magistrate or Justice of the Peace, or qualified as aforesaid by a British Minister or British Consul or British Political Agent or by a notary public).

121. In case of the death of the debtor or his wife, or of a witness whose evidence has been received by any Court in any proceeding under this Act, the deposition of the person so deceased, purporting to be sealed with the seal of the Court, or a copy thereof purporting to be so sealed, shall be admitted as evidence of the matters therein deposed to.

122. Every Court having jurisdiction in bankruptcy under this Act shall have a seal describing the Court in such manner as may be directed by order of the High Court of the Province, and judicial notice shall be taken in all legal proceedings of the seal, and of the signature of the Judge or Registrar of any such Court having such jurisdiction.

123. A certificate of the Court, that a person has been appointed trustee under this Act, shall be conclusive evidence of his appointment.

Time.

124. (1) Where by this Act any limited time from or after any date or event is appointed or allowed for the doing of any act or the taking of any proceeding, then in the computation of that limited time the same shall be taken as exclusive of the day of that day or of the happening of that event, and as commencing at the beginning of the next following day, and the act or proceeding shall be done or taken at latest on the last day of that limited time as so computed, unless the last day is a day on which the Court does not sit, in which case any act or proceeding shall be considered as done or taken in due time if it is done or taken on the next day afterwards on which the Court sits.

(2) Where by this Act any act or proceeding is directed to be done or taken on a certain day, then, if that day happens to be a day on which the Court does not sit, the act or proceeding shall be considered as done or taken in due time if it is done or taken on the next day afterwards on which the Court sits

Notices.

125. All notices and other documents for the service of which no

special mode is directed may be sent by prepaid post letter to the last known address of the person to be served therewith.

Formal defects.

126. (1) No proceeding in bankruptcy shall be invalidated by any formal defect or by any irregularity, unless the Court before which an objection is made to the proceeding is of opinion that substantial injustice has been caused by the defect or irregularity, and that the injustice cannot be remedied by any order of that Court.

(2) No defect or irregularity in the appointment or election of a receiver trustee or member of a committee of inspection shall vitiate any act done by him in good faith.

Bankrupt Trustee.

127. Where a bankrupt is a trustee within the Indian Trustee Act, 1866, section 35 of that Act shall have effect so as to authorize the appointment of a new trustee in substitution for the bankrupt (whether voluntarily resigning or not), if it appears expedient to do so, and all provisions of that Act, and of any other Act relative thereto, shall have effect accordingly.

Corporations, &c.

128. For all or any of the purposes of this Act, a corporation may act by any of its officers authorised in that behalf under the seal of the corporation ; a firm may act by any of its members ; and a lunatic may act by his committee, curator bonis or manager, or, when the matter is one in respect of which he has been placed under the care of a Court of Wards, by that Court or such peron as it may appoint in this behalf.

Construction of former Acts, &c.

129. Where by any enactment or instrument reference is made to the 11 & 12 Vic., cap. 21 *(an Act to consolidate and amend the Laws relating to Insolvent Debtors in India)*, the enactment or instrument shall be construed and have effect as if reference were made therein to the corresponding provisions of this Act.

130. The provisions of this Act relating to the remedies against the property of a debtor, the priorities of debts, the effect of a composition or scheme of arrangement, and the effect of a discharge shall bind the Crown.

131. Nothing in this Act, or in any transfer of jurisdiction effected thereby, shall take away or affect any right of audience that any person may have had at the commencement of this Act, and all solicitors or other persons who had the right of audience before the Courts for the Relief of Insolvent Debtors shall have the like right of audience in bankruptcy matters in the High Courts of Judicature aforesaid.

Unclaimed Funds or Dividends.

132. (1) Where the trustee, under any bankruptcy, composition or scheme pursuant to this Act, shall have under his control any unclaimed dividend which has remained unclaimed for more than six months, or where, after making a final dividend, such trustee shall

have in his hands or under his control any unclaimed or undistributed moneys arising from the property of the debtor, he shall forthwith pay the same to the bankruptcy estates account of the Court. The treasury or bank at which the account is kept shall furnish him with a certificate or receipt of the money so paid, which shall be an effectual discharge to him in respect thereof.

(2) The Court, with the concurrence of the Governor-General in Council, may, from time to time, appoint a person to collect and get in all such unclaimed or undistributed funds or dividends, and for the purposes of this section the Court shall have, and at the instance of the person so appointed or of its own motion may exercise, all the powers conferred by this Act with respect to the discovery and realization of the property of a debtor, and the provisions of part I. of this Act with respect thereto shall, with any necessary modifications, apply to proceedings under this section.

(3) The provisions of this section shall not except as expressly declared herein, deprive any person of any larger or other right or remedy to which he may be entitled against such trustee.

(4) Any person claiming to be entitled to any moneys paid in to the bankruptcy estates account pursuant to this section may apply to the Court for an order for payment to him of the same; and the Court, if satisfied that the person claiming is entitled, shall make an order for the payment to such person of the sum due.

(5) The Court may, with the previous sanction of the Governor General in Council, at any time after the passing of this Act open the account referred to in this Act as the bankruptcy estates account.

Interpretation.

133. (1) In this Act, unless the context otherwise requires,—

"Province" means the territories under the administration of a Local Government:

"High Court of the province" means the highest Civil Court of appeal for the province:

"the Court" means the Court having jurisdiction in bankruptcy under this Act:

"affidavit" includes declarations under any legislative enactment, affirmations and attestations on honour:

"available act of bankruptcy" means any act of bankruptcy available for a bankruptcy petition at the date of the presentation of the petition on which the receiving order is made:

"debt provable in bankruptcy" or "provable debt" includes any debt or liability by this Act made provable in bankruptcy:

"general rules" include forms:

"oath" includes affirmation, declaration under any legislative enactment and attestation on honour:

"ordinary resolution" means a resolution decided by a majority in value of the creditors present, personally or by proxy, at a meeting of creditors and voting on the resolution:

"prescribed" means prescribed by general rules within the meaning of this Act:

"property" includes money, goods, things in action, land and every description of property, whether moveable or immoveable, also obliga-

tions, easements and every description of estate, interest and profit, present or future, vested or contingent, arising out of or incident to property as above defined :

" resolution " means ordinary resolution :

" secured creditor " means a person holding a mortgage charge or lien on the property of the debtor, or any part thereof, as a security for a debt due to him from the debtor :

" schedule " means schedule to this Act :

" sheriff " includes any officer charged with the execution of a writ or other process :

" special resolution " means a resolution decided by a majority in number and three-fourths in value of the creditors present, personally or by proxy, at a meeting of creditors and voting on the resolution :

" trustee " means the trustee in bankruptcy of a debtor's estate, and includes the official receiver where no other person is appointed trustee of the estate.

(2) The schedules to this Act shall be construed and have effect as part of this Act.

Repeal.

134. (1) The enactments described in the third schedule are hereby repealed as from the commencement of this Act to the extent mentioned in that schedule.

(2) The repeal effected by this Act shall not affect—

(*a*) anything done or suffered before the commencement of this Act under any enactment repealed by this Act ; nor

(*b*) any right or privilege acquired, or duty imposed, or liability or disqualification incurred, under any enactment so repealed ; nor

(*c*) any fine, forfeiture or other punishment incurred or to be incurred in respect of any offence committed or to be committed against any enactment so repealed ; nor

(*d*) the institution or continuance of any proceeding or other remedy, whether under any enactment so repealed or otherwise, for ascertaining any such liability or disqualification, or enforcing or recovering any such fine, forfeiture or punishment as aforesaid.

(3) Notwithstanding the repeal effected by this Act, all proceedings in any Court or before a judge of any Court under any of the enactments repealed pending at the commencement of this Act shall, except so far as any provision of this Act is expressly applied to pending proceedings, continue, and those enactments shall, except as aforesaid, apply thereto, as if this Act had not passed.

(4) The person for the time being holding the office of official receiver for any of the High Courts of Judicature aforesaid or for the Court of the Recorder of Rangoon shall, for the purposes of any such proceedings pending before that Court or any Judge thereof, be deemed to have been appointed official assignee under the said Act.

THE FIRST SCHEDULE.

(See section 14.)

MEETINGS OF CREDITORS.

1. The first meeting of creditors shall be summoned for a day not later than fourteen days after the date of the receiving order, unless the Court for any special reason deems it expedient that the meeting be summoned for a later day.

2. The official receiver shall summon the meeting by giving not less than seven days' notice of the time and place thereof in the prescribed manner.

3. The official receiver shall also, as soon as practicable, send to each creditor mentioned in the debtor's statement of affairs a notice of the time and place of the first meeting of creditors, accompanied by a summary of the debtor's statement of affairs, including the causes of his failure, and any observations thereon which the official receiver may think fit to make; but the proceedings at the first meeting shall not be invalidated by reason of any such notice or summary not having been sent or received before the meeting.

4. The meeting shall be held at such place as is in the opinion of the official receiver most convenient for the majority of the creditors

5. The official receiver or the trustee may at any time summon a meeting of creditors, and shall do so whenever so directed by the Court, or so requested in writing by one-fourth in value of the creditors.

6. Meetings subsequent to the first meeting shall be summoned by sending notice of the time and place thereof to each creditor at the address given in his proof, or if he has not proved at the address given in the debtor's statement of affairs, or at such other address as may be known to the person summoning the meeting.

7. The official receiver, or some person nominated by him, shall be the chairman at every meeting: Provided that, if the Court so directs, the chairman at any meetings subsequent to the first shall be such person as the meeting by resolution appoint.

8. A person shall not be entitled to vote as a creditor at the first or any other meeting of creditors unless he has duly proved a debt provable in Bankruptcy to be due to him from the debtor, and the proof has been duly lodged before the time appointed for the meeting.

9. A creditor shall not vote at any such meeting in respect of any unliquidated or contingent debt, or any debt the value of which is not ascertained.

10. For the purpose of voting a secured creditor shall, unless he surrenders his security, state in his proof the particulars of his security, the date when it was given, and the value at which he assesses it and shall be entitled to vote only in respect of the balance (if any) due to him, after deducting the value of his security. If he votes in respect of his whole debt, he shall be deemed to have surrendered his security, unless the Court on application is satisfied that the omission to value the security has arisen from inadvertence.

11. A creditor shall not vote in respect of any debt on or secured by

a current bill of exchange or promissory note held by him, unless he is willing to treat the liability to him thereon of every person who is liable thereon antecedently to the debtor, and against whom a receiving order has not been made, as a security in his hands, and to estimate the value thereof and for the purposes of voting, but not for the purposes of dividend, to deduct it from his proof.

12. It shall be competent to the trustee or to the official receiver, within twenty-eight days after a proof estimating the value of a security as aforesaid has been made use of in voting at any meeting, to require the creditor to give up the security for the benefit of the creditors generally on payment of the value so estimated, with an addition thereto of twenty per centum: Provided that, where a creditor has put a value on such security, he may at any time before he has been required to give up such security as aforesaid correct such valuation by a new proof, and deduct such new value from his debt, but in that case such addition of twenty per centum shall not be made if the trustee requires the security to be given up.

13. If a receiving order is made against one partner of a firm, any creditor to whom that partner is indebted jointly with the other partners of the firm, or any of them, may prove his debt for the purpose of voting at any meeting of creditors, and shall be entitled to vote thereat.

14. The chairman of a meeting shall have power to admit or reject a proof for the purpose of voting, but his decision shall be subject to appeal to the Court. If he is in doubt whether the proof of a creditor should be admitted or rejected, he shall mark the proof as objected to and shall allow the creditor to vote, subject to the vote being declared invalid in the event of the objection being sustained.

15. A creditor may vote either in person or by proxy.

16. Every instrument of proxy shall be in the prescribed form and shall be issued by the official receiver, or, after the appointment of a trustee, by the trustee, and every insertion therein shall be in the handwriting of the person giving the proxy.

17. A creditor may give a general proxy to his manager or clerk, or any other person in his regular employment. In such case the instrument of proxy shall state the relation in which the person to act thereunder stands to the creditor.

18. A creditor may give a special proxy to any person to vote at any specified meeting or adjournment thereof, for or against any specific resolution, or for or against any specified person as trustee, or member of a committee of inspection.

19. A proxy shall not be used unless it is deposited with the official receiver or trustee before the meeting at which it is to be used.

20. Where it appears to the satisfaction or the Court that any solicitation has been used by or on behalf of a trustee or receiver in obtaining proxies, or in procuring the trusteeship or receivership, except by the direction of a meeting of creditors, the Court shall have power, if it think fit, to order that no remuneration shall be allowed to the person by whom or on whose behalf such solicitation may have

been exercised, notwithstanding any resolution of the committee of inspection or of the creditors to the contrary.

21. A creditor may appoint the official receiver of the debtor's estate to act in manner prescribed as his general or special proxy.

22. The chairman of a meeting may, with the consent of the meeting, adjourn the meeting from time to time, and from place to place.

23. A meeting shall not be competent to act for any purpose, except the election of a chairman, the proving of debts and the adjournment of the meeting, unless there are present, or represented threat, at least three creditors, or all the creditors if their number does not exceed three.

24. If within half an hour from the time appointed for the meeting a quorum of creditors is not present or represented, the meeting shall be adjourned to the same day in the following week at the same time and place, or to such other day as the chairman may appoint, not being less than seven or more than twenty-one days.

25. The chairman of every meeting shall cause minutes of the proceedings at the meeting to be drawn up, and fairly entered in a book kept for that purpase, and the minutes shall be signed by him or by the chairman of the next ensuing meeting.

26. No person acting either under a general or special proxy shall vote in favour of any resolution which would directly or indirectly place himself, his partner or employer in a position to receive any remuneration out of the estate of the debtor or otherwise than as a creditor rateably with the other creditors of the debtor: Provided that, where any person holds special proxies to vote for the appointment of himself as trustee, he may use the said proxies and vote accordingly.

THE SECOND SCHEDULE.

(See section 33.)

PROOF OF DEBTS.

Proof in ordinary cases.

1. Every creditor shall prove his debt as soon as may be after the making of a receiving order.

2. A debt may be proved by delivering or sending through the post in a prepaid letter to the official receiver, or, if a trustee has been appointed, to the trustee, an affidavit verifying the debt.

3. The affidavit may be made by the creditor himself or by some person authorised by or on behalf of the creditor. If made by a person so authorised, it shall state his authority and means of knowledge.

4. The affidavit shall contain or refer to a statement of account showing the particulars of the debt, and shall specify the vouchers, if any, by which the same can be substantiated. The official receiver or trustee may at any time call for the production of the vouchers.

5. The affidavit shall state whether the creditor is or is not a secured creditor.

6. A creditor shall bear the cost of proving his debt, unless the Court otherwise specially orders.

7. Every creditor who has lodged a proof shall be entitled to see and examine the proofs of other creditors before the first meeting, and at all reasonable times.

8. A creditor proving his debt shall deduct therefrom all trade discounts, but he shall not be compelled to deduct any discount, not exceeding five per centum on the net amount of his claim, which he may have agreed to allow for payment in cash.

Proof by secured Creditors.

9. If a secured creditor realizes his security, he may prove for the balance due to him, after deducting the net amount realized.

10. If a secured creditor surrenders his security to the official receiver or trustee for the general benefit of the creditors, he may prove for his whole debt.

11. If a secured creditor does not either realize or surrender his security, he shall, before ranking for dividend, state in his proof the particulars of his security, the date when it was given and the value at which he assesses it, and shall be entitled to receive a dividend only in respect of the balance due to to him after deducting the value so assessed.

12. (*a*) Where a security is so valued the trustee may at any time redeem it on payment to the creditor of the assessed value.

(*b*) If the trustee is dissatisfied with the value at which a security is assessed, he may require that the property comprised in any security so value be offered for sale at such times and on such terms and conditions as may be agreed on between the creditor and the trustee, or as, in default of such agreement, the Court may direct. If the sale be by public auction, the creditor, or the trustee on behalf of thee state, may bid or purchase.

(*c*) Provided that the creditor may at any time, by notice in writing, require the trustee to elect whether he will or will not exercise his power of redeeming the security or requiring it to be realized, and if the trustee does not, within six months after receiving the notice, signify in writing to the creditor his election to exercise the power, he shall not be entitled to exercise it; and the equity of redemption, or any other interest in the property comprised in the security which is vested in the trustee, shall vest in the creditor, and the amount of his debt shall be reduced by the amount at which the security has been valued.

13. Where a creditor has so valued his security, he may at any time amend the valuation and proof on showing to the satisfaction of the trustee, or the Court, that the valuation and proof were made *bonâ fide* on a mistaken estimate, or that the security has disminished or increased in value since its previous valuation; but every such amendment shall be made at the cost of the creditor, and upon such terms as the Court shall order, unless the trustee shall allow the amendment without application to the Court.

14. Where a valuation has been amended in accordance with the foregoing rule, the creditor shall forthwith repay any surplus dividend

which he may have received in excess of that to which he would have been entitled on the amended valuation, or, as the case may be, shall be entitled to be paid out of any money for the time being available for dividend any dividend or share of dividend which he may have failed to receive by reason of the inaccuracy of the original valuation, before that money is made applicable to the payment of any future dividend, but he shall not be entitled to disturb the distribution of any dividend declared before the date of the amendment.

15. If a creditor after having valued his security subsequently realizes it, or if it is realized under the provisions of Rule 12, the net amount realized shall be substituted for the amount of any valuation previously made by the creditor, and shall be treated in all respects as an amended valuation made by the creditor.

16. If a secured creditor does not comply with the foregoing rules, he shall be excluded from all share in any dividend.

17. Subject to the provions of Rule 12, a creditor shall in no case receive more than sixteen annas in the rupee and interest as provided by this Act.

Proof in respect of Distinct Contracts.

18. If a debtor was at the date of the receiving order liable in respect of distinct contracts as a member of two or more distinct firms, or as a sole contractor, and also as member of a firm, the circumstance that the firms are in whole or in part composed of the same individuals, or that the sole contractor is also one of the joint contractors, shall not present proof in respect of the contracts, against the properties respectively liable on the contracts.

Periodical Payments.

19. When any rent or other payment falls due at stated periods, and the receiving order is made at any time other than one of those periods, the person entitled to the rent or payment may prove for a proportionate part thereof up to the date of the order as if the rent or payment grew due from day to day.

Interest.

20. On any debt or sum certain, payable at a certain time or otherwise, whereon interest is not reserved or agreed for and which is overdue at the date of the receiving order and provable in bankruptcy, the creditor may prove for interest at a rate not exceeding four per centum per annum to the date of the order from the time when the debt or sum was payable, if the debt or sum is payable by virtue of a written instrument at a certain time, and, if payable otherwise, then from the time when a demand in writing has been made giving the debtor notice that interest will be claimed from the date of the demand until the time of payment.

Debt payable at a future time.

21. A creditor may prove for a debt not payable when the debtor committed an act of bankruptcy as if it were payable presently, and may receive dividends equally with the other creditors, deducting only thereout a rebate of interest at the rate of 5 per centum per annum computed from the declaration of a dividend to the time when the debt would have become payable, according to the terms on which it was contracted.

Admission or Rejection of Proofs.

22. The trustee shall examine every proof and the grounds of the debt, and in writing admit or reject it in whole or in part, or require further evidence in support of it. If he rejects a proof, he shall state in writing to the creditor the grounds of the rejection.

23. If the trustee thinks that a proof has been improperly admitted, the Court may, on the application of the trustee, after notice to the creditor who made the proof, expunge the proof or reduce its amount.

24. If a creditor is dissatisfied with the decision of the trustee in respect of a proof, the Court may, on the application of the creditor, reverse or vary the decision.

25. The Court may also expunge or reduce a proof upon the application of a creditor if the trustee declines to interfere in the matter, or, in the case of a composition or scheme, upon the application of the debtor.

26. For the purpose of any of his duties in relation to proofs, the trustee may administer oaths and take affidavits.

27. The official receiver, before the appointment of a trustee, shall have all the powers of a trustee with respect to the examination, admission and rejection of proofs, and any act or decision of his in relation thereto shall be subject to the like appeal.

THE THIRD SCHEDULE.

(See Section 134.)

ENACTMENTS REPEALED.

A.—Statute repealed.

Year and chapter.	Title.	Extent of repeal.
11 and 12 Vic., c. 21.	An Act to consolidate and amend the Laws relating to Insolvent Debtors in India.	So much as has not been repealed.

B.—Acts repealed.

Number and year.	Subject of title.	Extent of repeal.
XXVII of 1841.	An Act for appropriating the unclaimed Dividends on Insolvent Estates.	So much as has not been repealed.
XVII of 1875.	The Burma Courts Act, 1875.	Section 66.

BOMBAY CHAMBER OF COMMERCE, *25th November*, 1885.

To the ACTING UNDER-SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 4606, dated 1st July last, forwarding copy of a draft Bill to amend and consolidate the Law of Bankruptcy and Insolvency in British India; and requesting that Government may be favoured with the opinion of the Chamber of Commerce thereon.

The Bill was referred to a Special Committee, consisting of the Hon'ble F. Forbes Adam, of Messrs. W. & A. Graham & Co., Chairman of the Chamber, Mr. A. F. Beaufort, of Messrs. Lyon & Co., Deputy Chairman, Mr. W. A. Baker, Manager, National Bank of India, Limited, Mr. E. Miller, of Messrs. C. Macdonald and Co., Mr. J. H. Slight, Deputy Secretary and Treasurer, Bank of Bombay, and Mr. Vizbucandas Atmaram, of Messrs. Narandas Rajaram and Co.; and their report having been approved, the Chamber has now the honour to submit its opinion on the provisions of the Bill.

Some little delay has taken place in forwarding the report to Government, as the Chamber was anxious to obtain the views of business people at home on the actual working of the English Bankruptcy Act of 1883. These, however, not having come to hand the Chamber will take the liberty of embodying in a supplementary report any additional information which may hereafter be received in response to the inquiries instituted.

The Bill has been read through and discussed clause by clause, and subjoined will be found in detail the additions and emendations which the Chamber considers desirable. Before proceeding to the discussion of the provisions of the Bill, however, the Chamber had to consider the broad questions, first, whether in the existing state of things a new Insolvency Act was called for; and second, whether, in that even the general principles of the proposed Bill were thoroughly adapted to the requirements of the trading community and to the conditions attending insolvency in India.

To the first question the answer was unanimously in the

affirmative. The necessity of a radical reform in the bankruptcy law for India has long been keenly felt by the mercantile public, and has on numerous occasions been the subject of anxious consideration. In the address with which the Chamber had the honour to welcome the arrival in India of H. E. the Viceroy, the matter was prominently mentioned as one of pressing importance; and had it not become known that the Bill now under report was in preparation, it was the intention of the Chamber to memorialise Government begging that action might be taken at the earlist possible opportunity.

The second question did not admit of so ready an answer. The conditions under which trade here and at home is conducted are so widely divergent, and the nature and cause of the majority of insolvencies so entirely different, that at first sight the mere fact that the Bill is drawn on the same lines as the English Act carries with it a presumption of possible unfitness. A closer examination of its provisions, however, shows that in its leading principle of official control over bankrupt estates, it is in a great measure a return to what has long been recognised as one of the best features of the present Indian insolvency law. The signal failure in operation and the gross malpractices perpetrated under the Bombay Act for speedy liquidation,—XXVIII. of 1865,—which was a distinct departure from this principle, is still well within the memory of several members of the Chamber; and there can be no question that efficient control by responsible qualified officials must be a fundamental principle of insolvency legislation in India. The absence of the separate supervision exercised in England by the Board of Trade need not, in the opinion of the Chamber, interfere with the effectual working of the Act, so long as careful provision is made in the rules that only thoroughly competent officials are appointed to responsible posts, and that they are placed under the guidance and direction of the Court.

A very marked difference between the law of insolvency here and in England exists in imprisonment of debt being still maintained in India. In the opinion of the Chamber it would be unadvisable as yet to deprive creditors in this country of that power. There are no doubt weighty arguments in favour of following English legislation. Amongst the poorer classes their personal liberty in reality consti-

tutes the security on which they are able to obtain advances, and were the power of utilizing that security once removed, the ability of contracting debts beyond their means of repayment would be done away with also, and much unnecessary extravagance in the shape of expenditure on marriage and other festivities—which accounts for a considerable proportion of the insolvencies amongst the lower classes—would thus be avoided. In other words, by removing the power of getting into debt people would be compelled to live within their means. While admitting this as regards the poorer classes, the general opinion amongst merchants and bankers is decidedly adverse to the abolition of liability to imprisonment for debt from a mercantile point of view. The change would be too radical, and by altering the basis on which business has been conducted in this country from time immemorial, might seriously interfere with the ordinary course of trade. As to whether or not the Bill in its present form fully contemplates the existence of imprisonment for debt is more a question for skilled lawyers than a body of laymen, and the Chamber therefore would content itself as regards this point by merely expressing the opinion that it cannot be too carefully considered.

So far as Bombay is concerned—and the same probably holds good in the other presidency towns—one of the greatest disadvantages which creditors have to contend with is the facilities which fraudulent debtors have for escaping from the jurisdiction of the Court by absconding into native territory. Amongst a certain class of native traders—and that by no means the lowest—this is a very common means of evading punishment; and owing to the ease with which it can be accomplished, it tends greatly to encourage fraudulent bankruptcy. The Chamber quite appreciates the serious difficulties there are in the way of bringing about a remedy, but it would earnestly solicit the attention of Government to this point. Once make it possible for the writ of the bankruptcy court to take effect in native states, and reckless trading amongst native dealers will have received a deathblow which no other form of lagislative enactment could administer.

The Chamber observes that the draft Bill omits the disqualification of a bankrupt to hold certain offices, as provided under Part II. of the English Bankruptcy Act of

1883. The advisability of this omission the Chamber is very much inclined to question, as there is no doubt that, especially amongst natives, the holding of certain appointments carries considerable dignity, and the deprivation of these, as the direct result of bankruptcy, might have a wholesome deterrent effect. In the opinion of the Chamber the Bill should provide for the disqualification of a bankrupt for holding the following positions where not already settled by existing Acts, viz :—

Member of the Legislative Council.
Justice of the Peace.
Member of the Town Council or Municipal Corporation.
Member of a Port Trust or Harbour Board.
Director of a Joint-Stock Company.

The eligibility of bankrupts for these offices after obtaining their discharge, might be made dependent on the nature of the bankruptcy as certified by the Court.

Taking each section in order the Chamber begs to submit the subjoined remarks :—

Sec. 5 (1) (*d*).—In addition to this clause the Chamber considers it important for the due protection of creditors that in the case of a firm which has carried on business at a place where a bankrutcy court exists, and has partners where there is no such court, the estate should be wound up at the place where the bankruptcy court is, and the partners elsewhere should be liable to have their assets at once taken possession of by the official receiver. Further, that if a firm so constituted becomes insolvent, the act of insolvency of any one partner should render all other partners, wherever situated, insolvent also, and liable to have their property attached by the Court.

Sec. 8.—The Chamber is of opinion that this section should provide that, in the case of a debtor with no available assets, the court should not be able to give a complete discharge, but should have power to compel him to proceed with his insolvency. An *interim* order might be granted in the first instance, but revoked unless the debtor proceeded with the insolvency when called upon to do so.

Sec. 12.—The advertisement giving notice of the receiving order should, the Chamber thinks, be published in at

least one of the leading local newspapers in addition to the *Government Gazette*, and this suggestion should be made applicable in every instance where notice by advertisement is provided for, notably in Section 19 (5), Section 27 (5), Section 30 (3).

Sec. 15.—As the time fixed for submitting a statement of a debtor's affairs seems very imited, it is suggested that under sub-section (2) (*i*) where an order is made on the petition of the debtor, ten instead of three days should be allowed, and where the order is made on the petition of a creditor (*ii*) the time be increased from seven to twenty days.

Sec. 16.—The Chamber is of opinion that there is no necessity for making the public examination of a debtor compulsory where a compromise has been agreed upon, and it would therefore ask that the following be added to sub-section (1) :—

"Except that in cases where the majority of creditors in number and three-fourths in value are prepared to accept a compromise, the public examination of the debtor may be dispensed with."

Sec. 17.—In all cases of compromise or composition the Chamber deems it most important that the creditors should have the fullest possible information before them as to the true state of the debtor's affairs ; and it seems desirable, therefore, that the following words should be appended to sub-section (3) :—

"With a full statement of the debtor's affairs."

Sec. 21.—The Chamber recommends should be entirely omitted from the Bill. It may be that in England where the books of an insolvent are in English, and information as to an estate can be obtained without much difficulty, that a Committee of creditors may prove of considerable assistance in securing a favourable liquidation ; but the experience of those who have been concerned with bankrupt estates here is of a contrary character. In all probability it might lead to the appointment on Committees of creditors favourable to the debtors, as was found to be the case in working Bombay Act 28 of 1865, which was admittedly a complete failure as a means of advantageous liquidation.

The omission of this section and the abolition of

Committees of inspection would necessitate some alterations in the wording of subsequent provisions of the Bill. For instance, the Chamber suggests that Section 50 should read :—

The trustee may, with the permission of the Court, and after such notice to creditors as the Court may prescribe, do all or any of the following things ; and in sub-sections (3) and (4) of the same Section, (2) of Section 51, (1) of Section 57, and (1) of Section 63, the word "Court" should be substituted for "Committee" or "Committee of Inspection."

Sec. 24.—The desirability of arranging to secure the arrest of an insolvent who has taken refuge in a Native State has already been alluded to, and if that be practicable, provision would have to be made for it under this section as also under (2) of Section 26.

Sec. 25.—The same provision as for the redirection and delivery of letters should be made for telegrams.

Sec. 27 (5).—Allows 14 days' notice only to creditors of the day fixed by the Court for hearing a debtor's application for discharge. This would be insufficient for creditors out of India, and the Chamber would recommend one month's notice being allowed.

(6.) The Chamber suggests that a decree passed by the Court against a debtor when making an order of discharge, should be in favour of the official receiver only, his office being continuous while a trustee might have to leave the country at times under very short notice.

Sec. 34 (5).—Considering that the current rate of interest in India is 9 per cent. as compared with 5 per cent. in England, the rate of interest payable out of surplus funds as provided for in this clause might fairly be increased from 4 per cent. as proposed, to 6 per cent. per annum.

Sec. 36 (1).—The Chamber is of opinion that the preference extended to a landlord's claim for rent under this section is unduly large. It thinks that no power of distraint should be granted after bankruptcy, and that he should not be entitled to a preferential claim for more than four months' rent, subject moreover to

assets of that amount belonging to the insolvent's estate being on the premises.

Sec. 52 (2).—After the words "application of" the Chamber suggests the insertion of the words "the trustee or."

Sec. 64 (3).—It would be well to have the "prescribed officer" mentioned in this clause defined, as it is important to know in whose hands the very responsible power of regulating the charges may be placed. It is also suggested that "leave of the Court" be substituted for "proof of such taxation having been made," before payment.

Sec. 67.—Having regard to the constant fluctuations in the value of Government Securities, it seems to the Chamber that if it could be so arranged it would be preferable instead of investing surplus funds in Government Paper to hand them over to the Accountant General, who on behalf of Government should pay 4 per cent. interest on the amount. Such interest, moreover, should go to the separate estates, or in other words be for the benefit of the creditors who are frequently kept out of their dividends for long periods pending the decision of suits and disputes. The system adopted under the English Act and sought to be introduced into this Bill, of utilizing the interest obtained on funds held during liquidation, towards minimising the fees payable in bankruptcy, has rather a tendency to favor debtors to the disadvantage of creditors.

Sec. 70.—In addition to rendering it incumbent on a trustee to grant a creditor inspection of the books kept in connection with the liquidation of an estate, it should also be provided that creditors should have free access to the books of the insolvent. It should further be arranged that an experienced and trustworthy staff of native mehtas or accountants should be maintained on the staff of the Court (either attached to the official receiver or trustee) through whom reliable translations and extracts from books kept in any of the native languages could be obtained. Great difficulty is experienced in obtaining information of this character under the existing law, and a creditor employing an outside mehta for the purpose of searching a debtor's

accounts always runs the risk of the man being bought over by the other side.

Sec. 88 (3).—It appears to the Chamber somewhat anomalous that a Judge of the Small Cause Court should not have the same power to commit for contempt as is granted to the Court under Section 23, Clause (4). The omission of Clause (3) is accordingly suggested.

Sec. 103.—The Chamber would be in favor of raising the limit for small bankruptcies from Rs. 3,000 to Rs. 5,000. In estates within the latter sum, it is very unlikely that cases of fraudulent books, &c., will occur requiring the more complicated machinery of the previous portions of the act; nor does it seem necessary that the examination of the debtor be insisted upon, as provided under Clause (c).—I have, &c.,

JOHN MARSHALL, *Secretary.*

F. FORBES ADAM, *Chairman.*

APPENDIX K.

PRINCE'S DOCK EXTENSION.

No. 2076.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE, ELPHINSTONE CIRCLE,

BOMBAY, *9th June*, 1885.

To the SECRETARY CHAMBER of COMMERCE.

SIR,—I am directed to forward herewith copy of papers on the subject of the provision of Funds for carrying out the Dock Extension project. The subject is one of deep importance to the mercantile community and the Chamber will no doubt share the disappointment felt by the Trustees that Government has not yet seen fit to give the Trustees those facilities for raising money for which they have applied and that the Secretary of State proposes to prevent them from endeavouring to raise money in England.—I have, &c.,

G. MANSON, Secretary.

BOMBAY CHAMBER OF COMMERCE, *22nd June*, 1885.

To the SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—The published correspondence on the subject of the funds required to provide for the cost of the Dock Extension Works, now in progress in Bombay, has attracted the attention of the members of this Chamber, and I have been instructed to represent to you, for the information of Government, the deep concern with which they view the position taken up both by Her Majesty's Secretary of State and the Government of India, with reference to the Port Trustees' proposed alternative modes of raising the necessary loan.

2. The question is one on which the Chamber, representing as it does those most directly interested in the commerce of Bombay, can with justice claim to be heard, as the cost of providing the required amount will constitute

a permanent change on the revenues of the Trust, and consequently on the trade and shipping of the Port.

3. It is doubtless within the knowledge of Government —but in any case the members of the Chamber are in a position to vouch for the fact—that for some time past Municipal Loans, Port Trust Bonds, and other kindred securities have been steadily losing ground in the estimation of capitalists. The cause of this is chiefly to be found in the rapid increase of late years in the amount of such borrowings, whilst the loan capital available—owing to the development of more remunerative joint-stock enterprises and a growing indisposition on the part of Banks to hold largely of silver securities not readily convertible—has, if anything, diminished. Under the circumstances, the Chamber apprehends that the Port Trustees would find themselves unable, for the present at least, to borrow the amount of their requirements on a rupee basis in India, unless at a rate of interest which would be practically prohibitive.

4. The difference between raising the money under the guarantee of Government and borrowing on the most favorable possible terms on the security of the Trust alone, would not be less than two per cent., which, on the 94 lakhs required to carry out the work, would mean Rs. 1,88,000 per annum. So serious an additional tax on the trade of Western India, it will be generally admitted, ought not to be incurred unless for very grave and sufficient reasons, and such, the Chamber would respectfully submit, are not apparent in the objections raised in the correspondence under discussion.

5. There is no contention that a guarantee would involve the probability of any direct monetary loss to Government. On the contrary, it is fully admitted that the prosperous state of the Trust places the power to make good the charge for interest, and the security for the ultimate repayment of the capital invested, beyond all argument. The objections urged are based almost entirely on the principles involved, and on the indirect disadvantages likely to accrue to Government which are set forth from somewhat different points of view in the respective despatches of the Government of India and Her Majesty's Secretary of State.

6. The former document seeks to demonstrate why the

privilege of a guarantee already granted for 256 lakhs for docks at Calcutta should not be extended to 94 lakhs required for docks in Bombay. The arguments in this connection appear to the Chamber to have been well met in detail in the rejoinder of the Port Trustees under date of the 8th instant; and I am instructed to dwell as lightly as possible on that part of the discussion, as it seems to the Chamber that the claim for assistance in raising the loan for Bombay can well be allowed to rest on its own merits. The members of this Chamber, however, would ask permission to say, with all respect, that the leading reasons advanced, viz :—

(1) The larger pecuniary interest of the Government of India in the railways converging on Calcutta;

(2) The heavier cost of the docks at Calcutta; and

(3) That the burden on the Port will be proportionately greater and prospects of success less assured;

all, in their opinion, tell with more force in favor of Bombay than of Calcutta. If Bombay has been less liberally dealt with in the matter of expenditure on railways, all the stronger reason she should have it made up to her in the shape of docks. If the sum Calcutta requires is larger than that wanted for Bombay, then the objections pertaining to the granting of a guarantee must in her case be all the greater; and if the prospects of success are less assured in Calcutta, surely the risk to Government is proportionately increased?

7. Having so far referred only to the question of a Government guarantee, I would now, in discussing the objections raised by the Secretary of State, take them in reverse order.

8. With regard to the argument that the enhanced price paid for loans raised in rupees should fall on the particular bodies for whose benefits those loans are raised, I am requested to suggest that this would in no way militate against the granting of a guarantee as the Trustees do not propose that they should get the proceeds on any better terms than those at which a guaranteed loan can be negotiated in the open market. The guarantee would cost Government, and therefore the general public, nothing; while it would

enable the Trust to obtain the necessary funds at a low rate of interest.

9. The question of raising the loan in England with the aid of a guarantee, does, in a measure, open up for consideration the wisdom of the policy of a representative body borrowing in gold whose revenues are paid in silver. On that point, however, the Chamber holds that the same arguments partially apply as those they have previously enunciated on the subject of borrowing for railway construction in sterling. The extension of dock accommodation has a direct, although perhaps more limited, influence in developing the export trade of the country—a leading factor in checking the decline in silver; and it must not be forgotten that the power to borrow in gold is only meant to be availed of by the Trustees in event of that method promising undoubtedly the more favorable results.

10. As to the competition with the financial operations of Government which would be engendered were local bodies allowed to borrow in London in sterling, I am directed to point out that the total sum at present known to be required by Municipal and other Corporations is five crores spread over five years. Large as this may appear, it could, in the opinion of Chamber, have no appreciable effect on the borrowing powers or general credit of India. The Secretary of State appears to the Chamber to have formed altogether too moderate an estimate both of this country's credit and the capacities of the London market. As compared with the sums which other British dependencies and colonies obtain with ease, even the requirements of the Secretary of State of India, as yet disclosed, are comparatively small.

11. With respect to the prohibition against the Port Trustees borrowing in London in gold on the sole credit of the Trust the members of the Chamber request me to express the surprise with which they see this restriction imposed. If better terms can be made in London—and only in this case do the Trustees ask to be allowed the power—it is all important for the trade that the Trustees should be free to make them, and any possible effect which this course could exercise on the market for Government loans, seems to the Chamber, as already stated, to be quite unworthy of notice.

12. For these reasons the Chamber is of opinion that the Port Trustees are on the one hand fairly entitled to

claim the privilege of a guarantee and on the other to ask that the restriction imposed on sterling borrowing be removed. The Trustees have, moreover, put forward an additional argument of some weight for special consideration. They state that without receiving any hint that a guarantee was to be withheld, they were allowed to commit themselves to contracts and prosecute the work up to a point from which it would now be disastrous to recede. By permitting liabilities to be incurred and operations commenced without a definite warning that it was decided to treat Bombay differently from Calcutta, the Government of India has, in the view of the Chamber, given the Port Trustees a right to believe that it intended to make itself responsible for the financial necessities of the undertaking.—I have, &c.,

JOHN MARSHALL, Secretary.

F. FORBES ADAM, Chairman.

No. 299.

MARINE DEPARTMENT,
BOMBAY CASTLE, *6th July*, 1885.

Letter from the Secretary, Bombay Chamber of Commerce, dated 22nd June 1885.

Representing the deep concern with which they view the position taken up both by Her Majesty's Secretary of State and the Government of India in regard to the Port Trustees proposed alternative modes of raising the necessary loan for the Dock extension works.

RESOLUTION.—The letter from the Chamber of Commerce to be forwarded to the Government of India for information and for submission to the Secretary of State, with the intimation that it has the strong support of His Excellency the Governor in Council who concurs in the arguments used in it with the exception of the suggestion contained in the last para. that the conduct of the Government has imposed upon it any legal liability.

M. W. WILLOUGHBY, Colonel,
Secretary to Government.

No. 337.

MARINE DEPARTMENT,
BOMBAY CASTLE, *29th July*, 1885.

Letter from D. BARBOUR, Esq., Secretary to the Government of India, Department of Finance and Commerce, No. 2002, dated 18th July 1885.

"I am directed to acknowledge receipt of your letters No. 274. dated the 22nd June 1885, and No. 299, dated 6th July 1885, forward,

ing, respectively, for the consideration of the Government of India a letter from the Secretary to the Bombay Port Trust and a letter from the Secretary to the Chamber of Commerce, regarding the mode of providing funds for the proposed extension of docks at Bombay.

"2. In reply, I am to inform you that the request of the Trustees has been forwarded to Her Majesty's Secretary of State for India. His Excellency the Governor General in Council has not deemed it expedient to question the decision of His Lordship conveyed in his despatch of 19th February regarding borrowing in the London market, but His Lordship has been urged to approve the guarantee of this Government to a loan to be raised in the local market, and has been requested to communicate his decision by telegram.

"3. I am to add that the Government of India is quite unable to admit any such responsibility as is implied in the third paragraph of your letter, or in the final paragraph of the letter of the Chamber of Commerce. It is, in the first place, obvious that when financial questions of the magnitude and nature of those which are connected with the loan desired by the Trustees are under the consideration of the Government of India and of Her Majesty's Secretary of State, any action which in any way anticipates without authority the final decision is at the risk of those from whom it emanates. In the telegram from the Government of India of 4th November 1884, the Government of Bombay was, I am to remind you, distinctly warned that, although the new docks could be proceeded with, it was to be 'understood that the permission is given subject to any instructions which the Secretary of State may give hereafter.' Apart from this, however, the Government of India, it must have been observed, though unable to endorse the specific request of the Port Trustees, recommended to the Secretary of State that they might be empowered to borrow in the London market—a course which, with or without a guarantee, would have met the purpose of the Trustees, and which they now themselves put forward as a sufficient alternative. There was, therefore, no occasion to inform the Government of Bombay that its recommendations had been rejected, if by rejection be meant that the Government of India had proposed a course which was calculated to delay the raising of the necessary funds, or to defeat the object which the Trustees had in view.

"4. His Excellency in Council is therefore unable to admit that the proposals made by the Government of India raised any difficulties in regard to the supply of funds desired by the Trustees. Although the Trustees may have felt no doubt, as they state, that the concessions granted to Calcutta would be extended to Bombay, His Excellency in Council is, further, of opinion that the Trustees were not justified, in the absence of any assurance from the Government of India, in proceeding as though a decision in the sense which they desired had been arrived at by the Secretary of State. His Excellency in Council considers that, if the Trustees have pushed on their works in disregard of the plain considerations above referred to, it is not the action of the Government of India which has been the cause of any loss or disappointment which may subsequently have ensued.

"5. Finally, it does not appear from the Trustees' letter what steps they have taken to secure themselves during the two months which elapsed between the 31st March last, when the decision of the

Secretary of State was communicated to them, and the date of their present representation. Nor is it stated what measures of precaution have been adopted now, when, as I am desired to remind you, the question still remains unsettled.

"6. His Excellency in Council does not propose further to follow the Trustees in their remarks, which His Excellency has perused with attention, regarding the relative claims on this Government of the Calcutta and Bombay Port Trusts. The course now proposed sufficiently meets the wishes of the Bombay Government and Port Trust, and renders any further examination of this particular question unnecessary.

RESOLUTION.—A copy of the letter from the Government of India to be communicated to the Trustees of the Port and to the Chamber of Commerce; the attention of the former body to be specially invited to para. 5 of the letter.

W. MAIDMENT,
for Colonel, Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, *21st October*, 1885.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—The Chamber has been favored by the Port Trustees with copy of Government Resolution No. 261 M of 22nd September, intimating that the guarantee of the Government of India to the Bombay Port Trust Dock Extension Loan has been authorized, subject to arrangements rendering the new dock fit for the reception of large ships, and the construction of a dry dock according to the requirements laid down in Admiralty letter of 30th March 1885. From the Trustees' letter, in reply, No. 3486 of 28th September, which has also been placed at the disposal of the Chamber, it is apparent that there are serious difficulties in the way of carrying out these conditions, both of a Financial and Engineering character. It may be that these difficulties on further examination may not prove insuperable, but they are sufficiently serious, the Chamber would respectfully submit, to render it incumbent on the Trustees in the interests of the Port to refrain from undertaking them, without the fullest enquiry and most mature consideration. The preparation of the requisite plans and estimates for that purpose would necessarily be the work of several months, especially as, from the difficulty the Trustees would have in determining the site of a dry dock, they would probably have to be of an

alternative character. The necessity that the Port Trustees should have immediate borrowing powers extended to them, is, on the other hand, emergent. They, themselves, assign the end of December next as the limit of time to which they can prosecute their present undertaking on existing resources, and the Chamber therefore would earnestly support the request of the Trustees that the Secretary of State may be urged to sanction at once the guarantee of the Government of India to the Dock Extension Loan without the conditions he now desires to impose. Should these conditions, on after enquiry, prove practicable from an engineering point of view, and the financial responsibility they would entail be fairly apportioned, I am instructed to say that the Chamber would not hesitate to lend its influence to their ultimate accomplishment; but to insist on their acceptance at this juncture is inexpedient and likely to embarras the Trustees with the work they have now in hand which is pressingly required for the accommodation of the trade of the port.

In continuation of the remarks in my letter of 22nd June last on the subject of the Trustee being allowed the privilege of raising the loan in gold, I am further desired to point out that since those were written, the reasons for extending that permission have materially increased with the additional depreciation in the value of silver and the consequent decline of confidence in rupee securities; and I am directed by the Chamber again respectfully to beg that permission to borrow in sterling be granted to the Trustees without reserve.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX L.

ASSESSMENT OF PORT TRUST PROPERTY FOR MUNICIPAL TAXATION.

BOMBAY CHAMBER OF COMMERCE, *25th June*, 1885.

To the SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I am instructed by the Chamber respectfully to submit, for the consideration of Government, the views which they entertain regarding the assessment of Port Trust property for Municipal taxation now under discussion between the Port Trust and the Municipality, in the assurance that the importance of the ultimate decision to those interested in the trade of the Port will be accepted as sufficient cause for asking to be heard in connection with the controversy.

2. Having been favored with copies of the correspondence addressed to Government by the Port Trust and the Municipal Commissioner respectively, the members of the Chamber feel that it is unnecessary for them to deal with what may be termed the minor points of the discussion. The arguments for and against the details of the various subjects of taxation, and the deductions to be made therefrom, have been ably elaborated on both sides.

3. The Chamber, therefore, would beg leave to address itself more directly to the main principle which it holds should be laid down as the basis for taxation in the future, rather than to an examination of the technical or legal issues which have been raised in the discussion.

4. It is scarcely necessary for me to state that from the constitution of the Trust any additional charge incurred becomes a direct tax on the commerce of Bombay, as, after paying interest on capital, the amount of dues to be levied is regulated by the expenditure necessary to provide the accommodation required by the trade and shipping of the port. This being the case, it seems to the Chamber that the broad principle which should govern the extent of the

Municipality's claim to remuneration, should be *the measure of the services which the Municipality render to the Trust and its property.* Any charge beyond that assumes the character of a transit or octroi duty against the imposition of which both the Government of India and the Government of Bombay have always delivered themselves in most unmistakeable terms. No better instance of this could be had than the mode in which the town duty on wheat is treated, and yet it seems to the Chamber that the Municipality has more right to claim a toll from this article for the use of its roads and the other conveniences maintained at its expense than it has to seek to share wharfage dues which are paid in return for accommodation and services the Municipality do not contribute to in any way.

5. The members of the Chamber are of opinion that this leading principle—coupled with the knowledge of the fact that the manner in which the Trust originated had imposed on the trade of the port burdens it was not desirable to augment—was the chief reason for so wording the Port Trust Act that the settlement of the amount to be paid to the Municipality in lieu of ordinary rates was reserved to Government. All the utterances at the time the original Act of 1873 was framed and when it was reconstructed in 1878-79, as well as the wording of the Act itself, point conclusively to a definite intention on the part of Government to retain in their own hands the power to decide what they judge it fair the Trust should pay. The amounts fixed hitherto, admittedly by competent authorities on both sides, afford sufficient evidence that the ordinary principles of Municipal assessment have been altogether disregarded, and had Government contemplated reverting to the usual basis for rating after 1883, there seems no reason why they should not have said so in so many words. But it appears clear to the Chamber that Government—recognising the fact that it was in the interest not only of those directly concerned in trade but of the general community that commerce should not be unduly burthened—made special provisions to prevent any danger of the ordinary principles of Municipal assessment ever coming into force.

6. The Municipal Commissioner argues very strongly that the principles of assessment prevailing in England should be determined in this case, and had the subject only to be treated legally his arguments would undoubtedly

be entitled to great weight; but the conditions of trade here and at home are so entirely different that the same reasoning cannot apply. Nor is the Mersey Docks and Harbour Board, which he has selected as an illustration, sufficiently on all fours with the Bombay Port Trust for like rules as regards rating to be suitable to both. The Port Trustees show very clearly the difference of their respective constitutions in their memorandum of 21st October, but the Commissioner and the Trustees equally omit to notice that the Corporation of Liverpool were the original promoters of the Mersey Dock and Harbour Estate, and in that capacity voted grants of money and gave, free of charge, the ground on which it was started; while the Dock Board, if they were ultimately made liable for the full amount of Municipal taxation, had, in the first instance, obtained no inconsiderable compensation in the shape of the "Town Duties." Further, one of the chief arguments used in favor of rating the Liverpool docks for Municipal purposes was that large masses of property had been absorbed by them which previously contributed to the rates, and thus property liable to rates being withdrawn from payment, a heavier rate was necessarily imposed on the remainder. In Bombay exactly the reverse of this has been the case, as the operations of the Trust have brought a large extent of property under tribute to the Municipal revenues which could not by any other means have been created.

7. Regarded by the light of the main principle already submitted, the Chamber is of opinion that the Port Trustees have conceded more than they should have done in admitting any liability to assessment on the amount of their earnings under the head of "Bunder and Wharfage Fees." The toll charged for goods passing over the Bunders and Wharves, is in return for accommodation and facilities afforded by the Port Trust at their own cost, for which the Municipality have done nothing either in the matter of construction or after-maintenance. It may be that it would be difficult to estimate the exact proportion of the Trust's revenues derived from these sources, associated as they are with other facilities such as machinery, &c., but an adjustment might easily be made to meet the case.

8. The "Harbour Dues," the Chamber considers, entirely outside the sphere of the Municipality. The opinion

expressed by the legal adviser of the Trust, should, the Chamber holds, be alone sufficient to dispose of the Municipal claim under this head; moreover, it would be the reverse of equitable to sanction a payment for which it is impossible the Municipality could render any service whatever.

9. The only other item to which the Chamber desires me specially to refer is that of the assessment on "Vacant Lands." The Trustees claim exemption under this head on grounds which, as laid down in para. 31 of their second Memorandum, the Chamber deems just and right; and I need only here remind Government that the Trust being non beneficiary any increase from the revenue from land would probably be met by a corresponding reduction of the income from other sources.

10. In the event, therefore, of the Government seeing fit to determine definite principles for the assessment of Port Trust property in future, instead of merely fixing from year to year a lump sum as hitherto, I beg leave to recapitulate the heads under which it seems to the Chamber that the Trustees are entitled to consideration and exemption; they are:—

Bunder and Wharfage fees.
Harbour Dues.
Vacant Lands.

11. Other and subsidiary items I do not, for reasons already given, attempt to discuss; but I am directed to say that the arguments and statements urged by the Trustees in connection therewith, have, in the main, the sympathy and support of the Chamber.—I have, &c.,

JOHN MARSHALL, Secretary.

F. FORBES ADAM, Chairman.

No. 154 OF 1885.

MARINE DEPARTMENT,
BOMBAY CASTLE, *7th July*, 1885.

From the SECRETARY to GOVERNMENT to the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—In acknowledging the receipt of your letter dated 25th ultimo, I am directed by His Excellency the Governor in Council to acquaint you that the views of the Chamber of Commerce therein

expressed in reference to the question as to the assessment of Port Trust property for Municipal taxation, will be taken into consideration by Government when the matter comes before them for disposal, and that the decision arrived at will be communicated to the Chamber of Commerce in due course,—I have, & c.,

M. W. WILLOUGHBY, Colonel,
Secretary to Government.

No. 400.

MARINE DEPARTMENT,
BOMBAY CASTLE, 19*th September*, 1885.

Letter from the Municipal Commissioner for the City of Bombay, No. 5784, dated 29th August 1884.

Relative to the sum which should be paid by the Port Trustees to the Municipality on the 30th September 1884, in lieu of the consolidated rate which but for Section 36 of the Bombay Port Trust Act would be levied under ordinary provisions of the Municipal Act. The Municipal Commissioner states that the sums hitherto paid by the Port Trust to the Municipality in lieu of consolidated rate have been as follows :—

From 25th May 1873 to 31st March 1880, at the rate of Rs. 50,000 per annum.

From 1st April 1880 to 25th June 1883, at the rate of Rs. 60,000 per annum.

From 26th June 1883 to 31st March 1884, at the rate of Rs. 1,00,000 per annum.

That as the rate for the year, from 1st April 1884 to 31st March 1885, has not been determined, and for reasons given, the sum of Rs. 2,02,000 may be determined as payable by the Port Trustees for 1884-85 under the provisions of Section 36 of the Port Trust Act.

Memorandum to the Chairman, Bombay Port Trust, No. 126—P.T., dated 3rd September 1884.

Further letter from the Municipal Commissioner for the City of Bombay, No. 5957, dated 4th September 1884.

Points out an error in his letter No. 5784, dated 29th August, and requests that the figures Rs. 2,02,000 may be altered to Rs. 2,15,525.

Memorandum to the Chairman, Bombay Port Trust, No. 129—P.T., dated 5th September 1884.

Letter from the Secretary, Bombay Port Trust, No. 3949, dated 13th November 1884.

Returns the papers forwarded with memoranda, Nos. 126 and 129—P.T., dated 3rd and 5th September 1884, respectively, and in submitting remarks thereon, states that pending the settlement of the question of the assessment to be made by the Municipality on Port

Trust property, the trustees at the request of the Municipal Commissioner, paid the Municipality, on the 1st October 1884, a lakh of rupees on account of the current year's (1884-85) assessment.

Memorandum to the Municipal Commissioner for the City of Bombay, No. 163—P.T., dated 17th November 1884.

Letter from the Municipal Commissioner for the City of Bombay, No. 11753, dated 19th February 1885.

Submits remarks, and states that, for reasons given, the total some payable by the Trustees in lieu of consolidated rate should be as follows :—

I.—Port, Dock and wharfage properties ...	1,44,392
II.—Warehouses and other buildings outside Dock and wharfage limits	16,781
III.—Lands temporarily occupied	16,328
IV.—Vacant lands	31,073
Total Rs.	2,08,574

Memorandum to the Chairman, Bombay Port Trust, No. 21—P.T., dated 20th February 1885.

Transfer from the General Department, No. 1576, dated 29th April 1885.

Of a letter from the Chairman, Town Council, No. 102, dated 27th April 1885, stating that the Town Council having considered the correspondence commencing with the Municipal Commissioner's letter No. 5784, dated 29th August 1884, and ending with letter No. 11,753, dated 19th February 1885, have come to the following conclusions :—

1*st*.—That the principles on which the Municipal Commissioner proposes to assess these (the Port Trust) properties are fair and equitable.

2*nd*.—That experience has shewn that the sums hitherto fixed and paid on that account, viz., Rs. 50,000, from 1873—80, Rs. 60,000 from 1880—83, were altogether inadequate, as appears to some extent at least, to be admitted on behalf of the Trust, by their present proposal to pay Rs. 1,26,849-11-9.

3*rd*.—That the amount at which the Commissioner has arrived, viz., Rs. 2,08,574, is, in the opinion of the Council, the amount at or about which the sum payable for 1884-85 should be fixed.

Memorandum to the Chairman, Bombay Port Trust, No. 66—P.T., dated 4th May 1885.

Letter from the Secretary, Bombay Port Trust, No. 1956, dated 1st June 1885.

Returns the papers forwarded with memoranda Nos. 21 and 66—P.T., dated 20th February and 4th May 1885, respectively, and forwards a printed memorandum by the Trustees in which reasons are

given why the Trustees propose to fix the following sums in lieu of consolidated rate :—

1.	Dock and wharfage properties ...	Rs.	96,805	6	0
2.	Warehouses and other buildings outside Dock and wharf limits ...	„	15,570	0	0
3.	Lands temporarily occupied	„	15,420	15	4
	Total Rs.		1,27,796	5	4

Transfer to the General Department, No. 86—P.T., dated 8th June 1885.

Of the above letter and enclosure.

Letter from the Secretary, Bombay Chamber of Commerce, dated 25th June 1885.

Submits the views which the Chamber entertain regarding the assessment of Port Trust property for Municipal taxation under discussion between the Port Trust and the Municipality.

Re-transfer from the General Department, No. 2928, dated 4th August 1885.

Of the papers forwarded under this Department memorandum No. 86—P.T., dated 8th June, together with a letter from the Municipal Commissioner, No. 5196, dated 22nd July, submitting certain remarks on the memorandum by the Port Trustees regarding their proposal to pay the sum of Rs. 1,27,796.

RESOLUTION.—Section 36 of the Bombay Port Trust Act, 1879, is as follows :—

"The Board shall pay annually, on the 30th day of September, to the Municipal Corporation of the City of Bombay, a lump sum which shall be calculated at the following rates (namely) :—

(*a*)—For the period commencing on the 1st day of October last preceding the date on which this Act comes into force, and ending on the day next previous to the day fixed by the Governor in Council, under Section 29, at the rate of Rs. 50,000 per annum.

(*b*)—For the period commencing on the date fixed as aforesaid, and ending on the 25th day of June 1883, at the rate of Rs. 60,000 per annum.

(*c*)—Thereafter at such rate as the Governor in Council shall from time to time determine.

"The said payment shall be in lieu of the consolidated rate leviable by the said Corporation to which the property hereby vested in the Board, or some portion of the same would otherwise be liable to be assessed."

2. The lump sum ordered to be paid under the above section from the end of June 1883 to 31st March 1884 was Rs. 75,000, being at the rate of Rs. 1,00,000 per annum.

3. For the current and past years, viz., from 1st April 1884 to 31st March 1886, the amount has now to be determined. Pending such determination, the Port Trustees have paid Rs. 1,00,000 on account for the year 1884-85.

4. The Municipal Commissioner complains that the amounts hither-

to paid have not been calculated according to any methodical system, and desires that the assessment of the Port Trust Estate may now be made upon the principles accepted in regard to other assessments in Bombay, and which, he adds, have been authoritatively laid down by the Courts in England.

5. Now it appears to the Governor in Council that it was not intended by the legislature that the Port Trust Estate should be assessed in the same way, nor necessarily to the same extent, as private property in Bombay. Had that been the intention, there could have been no reason why the assessment should not have been left to be made in the ordinary course by the Municipal Commissioner, subject to appeal to the Chief Presidency Magistrate, before whom the parties could have appeared by Counsel, and have obtained a judicial decision upon all points in dispute. It is obvious that the Governor in Council is not in a position to deal with such questions precisely as a court of law would deal with them: and therefore had it been the intention of the legislature that they should be so dealt with, it may be supposed that their determination would not have been left to the Governor in Council. Moreover, if it had been intended that a consolidated rate should be levied on the Port Trust Estate in precisely the same manner as on private property in Bombay, it would have been very easy to say so. Instead of this, the legislature has ordered that the Port Trust shall pay a *lump sum* which is to be "in lieu of the consolidated rate, to which the property vested in the Board, or some portion of the same, would otherwise be liable to be assessed."

6. This being the state and intention of the law, the Governor in Council does not consider that he is under any obligation to follow the Municipal Commissioner and the Port Trustees into all the intricacies of the elaborate calculations and disputed figures contained in the mass of controversial papers which have been submitted to him. What he has to do is to fix a lump sum to be paid in lieu of the consolidated rate. At the same time His Excellency in Council is prepared to admit that this lump sum ought not to be fixed at hap-hazard, and that it is desirable to lay down some principles of calculation, which may serve as a basis for the settlement now to be made, and as a guide for the determination of the same question in the future. And it is no doubt especially desirable that it should be settled what portions of the property of the Port Trust are liable to be assessed for Municipal purposes.

7. As a basis of assessment, the Municipal Commissioner proposes the following classification of Port Trust property:—

I.—Let on building leases—Lessee to be assessed on ordinary principles.

II.—A. Lands and buildings held directly by the Port Trustees themselves—

e. g., (*a*) Prince's Dock and other works or wharves, with buildings appurtenant thereto from which revenue is earned,	To be assessed on principles established in England for the rating of Docks, &c.

(*b*) Warehouses or other buildings *outside* Dock limits on various parts of the Estate.	To be assessed on ordinary principles.

B. Lands vacant or temporarily occupied—

(*a*) Lands temporarily occupied, *i. e.*, every occupation short of a building lease or lease for a term of years.	To be assessed on rents actually realized.
(*b*) Lands entirely vacant, *i. e.*, not taken up for any purpose.	To be assessed at ⅓rd of the rates obtaining or fixed for such lands.

8. This proposal, so far as it relates to the classification of their property, is accepted by the Port Trustees, and the Governor in Council is willing to adopt it.

9. As to Class I. there is no dispute. The consolidated rate is levied from the lessee, and not from the Port Trustees, and will continue to be so levied in future.

10. The manner in which the Class A (*a*) under heading II., viz., Prince's Dock and other works or wharves, has been assessed by the Municipal Commissioner is as follows :—

> He has taken the gross receipts as shown in the printed accounts of the Trustees for 1883-84, and has deducted therefrom the rents of lease-hold property, and receipts from buildings outside Dock limits, and lands temporarily occupied, and has taken the balance as the *rateable* gross receipts. He has then made further deductions on account of working expenses, and of what are called tenants' and land-lords' deductions, and has calculated the consolidated rate at 8 per cent. on the balance, as representing the net annual value.

11. To this method of proceeding the Port Trustees do not object, and it appears to the Governor in Council to be correct.

12. But the question arises whether the whole of the gross receipts of the Trustees are derived from property which is subject to Municipal taxation : and His Excellency in Council is unable to admit that they are so.

13. Two considerable items in the Port Trust receipts are derived from Harbour dues and Pilotage fees, and there are other smaller items which are connected with the conservation of the harbour by the Port Trust. The consolidated rate is to be levied "upon houses, buildings and lands in the City of Bombay," and apart from other considerations, the Governor in Council does not consider that the harbour comes within the meaning of the term "lands in the City of Bombay," as used in the present Municipal Acts. The Municipal Commissioner has, in the course of the correspondence which has taken place, abandoned his claim to tax pilotage fees, and it is clear that he does not very strongly rely on his right to share in the harbour dues. The Governor in Council is of opinion that all revenue exclusively derived from the harbour (as distinguished from docks and wharves) must be omitted from the rateable gross receipts. If the

harbour should hereafter be included within Municipal limits, or if any burden in respect of the harbour should be thrown upon the Municipality, this question would have to be re-considered.

14. There is a good deal of dispute as to what should be allowed as "working expenses," but His Excellency in Council is of opinion that the arguments of the Trustees on this point are reasonable, except in so far as they wish not to include the cost of police employed in the Prince's Dock and of repairing Dock and Bunder roads, in the working expenses, but to deduct them from the rates, on the ground that they are charges which ought properly to be defrayed by the Municipality. The Governor in Council is of opinion that the cost of the police employed in the Prince's Dock ought properly to be borne by the Port Trust, just as it is borne by Government in the Government Dockyard; and that therefore it may properly be considered as part of the working expenses of the Dock. As to the roads, so long as they are kept up by the Port Trustees they represent part of their working expenses. If they wish to throw upon the Municipality the cost of their maintenance, they have only to deliver them over to the Municipality properly "levelled, paved, metalled, flagged, channelled and sewered;" or in the case of the road of any wharf, dock, or pier, to make a requisition on the Municipality to maintain it. With its existing staff of Engineers and road appliances the Municipality could probably do this much more cheaply than the Port Trustees; but at any rate the Municipality is entitled to an option in the matter, and ought not to be compelled to deduct from its rates whatever sum the Port Trustees may choose to spend.

15. Upon a consideration of the whole subject, the Governor in Council is willing to adopt the estimate of the Port Trustees in regard to the Dock and Bunder properties, as given in para. 24 of their second memorandum of the 25th April 1885, except in one particular. The amendment which it is necessary to make in that estimate is by the transfer of Rs. 31,746-15-1, the cost of road repairs and police, which is shown as a deduction from the rates, and its inclusion in the item of working expenses.

16. The effect of the change will be to reduce the net rateable value of the Dock and Bunder properties to Rs. 15,80,251, and the consolidated rate at 8 per cent to Rs. 1,26,420, at which amount the Governor in Council is willing to estimate the assessment, according to ordinary principles, upon the Dock and Bunder properties.

Gross receipts as per para. 17			Rs. 28,08,050
Working expenses as per para. 24...	Rs.	7,94,556	
Road and Police expenses... ...	,,	31,747	
Municipal rates as below :— ...	,,	1,26,420	
			,, 9,52,723
			Rs. 18,55.327
Tenants' deductions			,, 99,493
			,, 17.55,834
Landlord's deductions 10 per cent. ...			,, 1,75,583
			,, 15,80,251
Consolidated rate at 8 per cent. ...			,, 1,26,420

17. The next class of property to be considered is the warehouses and other buildings outside Dock limits. These are to be assessed upon their annual letting value, with a deduction of 10 per cent. under Section 70 of the Municipal Act. The annual letting value is taken to be represented by the aggregate receipts, minus an allowance for working expenses. There is some dispute as to the amount which ought to be allowed for working expenses : but the difference between the two estimates is trifling. The Municipal Commissioner fixes the rateable value at Rs. 2,09,763, and the consolidated rate at Rs. 16,781. The Port Trustees take the rateable value at Rs. 1,94,625 and offer to pay Rs. 15,570. The Governor in Council considers that the rateable value may be taken at Rs. 2,00,000, and Rs. 16,000 may be allowed as the consolidated rate at 8 per cent.

18. The next question is as regards lands temporarily occupied. The total receipts from this class of property are Rs. 2,51,977. In order to ascertain the annual letting value, the Port Trustees demand a reduction of 15 per cent. from the rents, and the Municipal Commissioners is willing to allow 10 per cent. The Governor in Council thinks that 12 per cent. may fairly be conceded. The estimate will then stand thus—

Annual letting value	Rs.	2,21,740
Deduct 10 per cent. under Section 70.	„	22,174
Net rateable value ...	Rs.	1,99,566

the consolidated rate on which is, on ordinary principles, Rs. 15,965.

19. The last question is as to vacant ground. The Trustees claim to be wholly exempt from assessment on this description of property ; but the Municipal Commissioner has shown that land which is kept unlet, when it might be let, is, on general principles, assessable to a rate which is of the nature of a property tax : and His Excellency thinks that the Port Trust may fairly be required to pay a reasonable tax upon this description of property. His Excellency in Council has not before him the materials which would enable him to decide what that tax should be. He is, however, of opinion that one-third of the whole area of vacant land may fairly be exempted from assessment, as not capable of being let, either because it will be required for roads, or for other reasons which will operate at all events during the continuance of the settlement which His Excellency is now called upon to make. The remaining two-thirds, of the land may fairly be rated at one-third of the ordinary consolidated rate in accordance with the principle laid down in Section 82 of the Municipal Act.

20. The Municipal Commissioner has estimated the annual net rateable value of vacant lands at Rs. 11,65,265. The Port Trustees have not submitted any counter estimate. The Governor in Council is willing to adopt the Municipal Commissioner's estimate, subject to a deduction of one-third for lands not capable of being presently let. This deduction reduces the rateable value to Rs. 7,76,843, and the consolidated rate to Rs. 62,146. One-third of this is Rs. 20,715, which may be taken to be the consolidated rate payable for the vacant lands.

21. The whole consolidated rate, payable on ordinary principles, will therefore stand thus—

	Net rateable value.	Consolidated rate at 8 per cent.
	Rs.	Rs.
Prince's Dock and wharves....	15,80,251	1,26,420
Warehouses, &c.	2,00,000	16 000
Land temporarily let ...	1,99,566	15,965
Vacant land	7,76,843	20,715 (being one-third of the rate.)
Total Rs.	27,56,660	1,79,100

22. The question still remains whether the Port Trust property ought to be rated according to the same strict principles which govern the rating of private property. The Governor in Council is of opinion that the legislature intended that the Port Trust, as a great public institution, which has always done much, and will certainly do more towards promoting the welfare of the city of Bombay, should be treated with some favour and consideration in regard to its liability to Municipal duties. It is also to be remembered that within the enclosure of the docks and wharves the Municipality renders but little service to the Trust, though it may at any moment be called upon to maintain the roads; and also that, in dealing with the Port Trust, the Municipality is spared all the cost of collection. Under these circumstances the Governor in Council considers that it will not be an undue measure of favour and consideration if the ordinary rates be reduced in the case of the Port Trust property by 10 per cent. all round.

23. If this be done, the account will stand thus—

Assessment on ordinary principles	Rs. 1,79,100
Deduct 10 per cent.	„ 17,910
Balance	Rs. 1,61,190

24. The Governor in Council is accordingly pleased to determine that Rs. 1,61,190 shall be the lump sum to be paid by the Port Trustees for each of the years 1884-85 and 1885-86.

25. His Excellency in Council is also pleased to order that the same sum shall be paid annually for the next successive three years, subject, however, to the proviso that the amount will be liable to proportionate increase in the event of there being any increase in the general consolidated rate. As, in making the estimate of the amount due, the cost of repairing Dock and Bunder roads has been included in the working expenses, it would not be right that the Port Trustees should transfer this cost to the Municipality during the continuance of the present settlement without making a corresponding addition to the net rateable value of the property, and consequently to the amount paid in lieu of consolidated rate.

M. W. WILLOUGHBY, Colonel,
Secretary to Government.

APPENDIX M.

PORT TRUST BUDGET ESTIMATES.

BOMBAY PORT TRUST.

MEMORANDUM ON THE BUDGET ESTIMATES FOR 1885-86.

BOMBAY, 10*th February*, 1885.

Estimates of the Income and Expenditure of the Trust for the year 1885-86 are herewith submitted in terms of Section 52 of the Port Trust Act, 1879. As has been customary in recent years, these estimates have already been examined by a special Committee of Trustees, and such modifications of the estimates prepared by Heads of Departments as seemed to a majority of them to be necessary, have been given effect to.

2. It will be observed that the Capital Account of Prince's Dock cannot yet be closed, some work still requiring to be done in the channel of approach and in lighting the entrance. The amount required (Rs. 27,500) is, however, not large, and the Trustees have the sanction of Government to their borrowing it as part of a loan for 12 lakhs, should they desire to do so.

3. The expenditure during the ensuing year on the Dock extension scheme is estimated at Rs. 25,45,500. It is not yet possible to state how this amount is to be provided. It will necessarily be by a loan of some sort, but until Government come to a decision on the application which the Trustees have made for a guarantee the question of the provision of funds must remain undetermined. It will, doubtless, cause much inconvenience should the final decision of Government be much longer delayed, and, as the Trustees have remarked in their correspondence with Government, they were not prepared to find that, notwithstanding the cordial support they have received from the Local Government, an application first made in October 1883 would at this late date still remain undisposed of.

4. Under the head of "New Works" other than the foregoing it is proposed to spend Rs. 2,24,300. The works mentioned in this list have all been sanctioned by the Board, and it is proposed to provide for them—

1.	From ordinary receipts pertaining to this head of account.....	Rs. 27,888
2.	From Loan for 10 lakhs (not yet raised) sanctioned by Government for carrying outnew works at Mody Bay.....	„ 1,46,444
3.	From Sinking Fund	„ 49,968
		Rs. 2,24,300

5. From the summary given it will be observed that the revenue from all sources for 1885-86 is estimated at Rs. 37,44,700, and

the expenditure on Revenue Account at Rs. 34,57,500, leaving an estimated balance of Rs. 2,87,200.

6. This balance is chargeable, in the first instance, with an allotment of one lakh towards a "Sinking Fund." A similar allotment has been made each year since 1882, but instead of using the money to reduce capital debt it has been applied towards the construction of new works for which otherwise new capital would have had to be raised, and in this way it has served the object intended by Government and the Trustees. It will be observed that, according to the present estimates it is proposed to use Rs. 49,968 of the current year's allotment towards such "New Works" which, if the estimates should prove correct, will leave Rs. 50,032 to be applied in reduction of capital debt at 31st March 1886.

7. After deducting the allotment for Sinking Fund (1 lakh), there remains an estimated surplus of Rs. 1,87,200. If there were reason to suppose that existing rates pressed with severity in any particular direction it might be the duty of the Trustees to use a part of this surplus in granting relief. So far, however, as a majority of the Committee are aware, there is no special cause of complaint on the part of any branch of the trade, and in present circumstances they consider it would be unwise to employ the apparent surplus in reducing rates. They have been helped to this conclusion by some other considerations. It will be noticed for example, that Municipal taxes are entered at Rs. 1,26,000; this amount, although in excess of any payment hitherto made to the Municipality, is much less than the claim put forward by the Municipal Commissioner (Rs. 2,15,000); and although the Trustees, so far as the correspondence on the subject has yet gone, have no reason to doubt the correctness of their estimate, which agree with the amount entered in the Municipal Budget, the question is one on which there is room for argument on both sides, and it is only reasonable to keep in view that the estimate of Rs. 1,26,000 may be to some extent exceeded.

8. Again, the Trustees have, with the sanction of Government, set aside the unappropriated balance of revenue for the past two years Rs. (3,88,806) as the nucleus of a reserve to meet future contingencies. Considerable sums have already been spent during the current year on account of the increased Bunder, Wharf and shed accommodation at Mody Bay necessitated by the removal of trade from the site of the Dock extension. These it was proposed to provide for by a special loan, but so far as can at this moment be seen, it will be possible, with the aid of the accumulated surplus revenue, to meet this expenditure, as well as that upon other new works sanctioned in course of the year, without borrowing in the market. The Trustees will, no doubt, consider that, in view of the uncertainty that still exists as to the conditions on which the money required for the Dock extension (94 lakhs) is to be raised, and the market in which it is to be borrowed, it is wise to refrain from putting out a small loan just now if it can possibly be avoided. Should, therefore, the past accumulations of revenue be absorbed in the manner indicated, it will be more than ever imperative to arrange for a surplus in the forthcoming year.

9. There are some details of revenue and expenditure which require explanation.

10. As a rule, the Bunder revenue has been based upon the actual

receipts for 1884. There is a reduction of Rs. 18,000 under the head of ground rent and some slight decrease under the heads of godown and shed rents, caused by the larger amount of outstandings collected in 1884, than there is reason to expect can be collected in 1885-86. A fair allowance has at the same time been made for the natural growth of the land revenue.

11. The estimated revenue from Dock Warehouses is increased from Rs. 94,955 (the actual receipts during 1884) to Rs. 1,05,000, owing to the additional accommodation which will be available next year; an upper-storied pucca warehouse and a single floored temporary warehouse being under construction on Elphinstone Estate, and a pent having been provided for on the east of the existing Dock Warehouses, which will admit of these warehouses being utilized to a greater extent than hitherto.

12. The estimates of Dock revenue have not in past years proved reliable. In 1881-82 the actuals were 70 per cent. more than the estimate; in 1882-83, 32 per cent.; in 1883-84, 30 per cent.; and in the year 1884, 25 per cent. In some of these years there were disturbing causes, such as the Egyptian expedition in 1882, to partially account for the great difference between estimates and actuals; but there is no doubt that, with the experience already gained, a closer approximation of the estimates to the actuals should be obtained. The matter has received careful and special attention in Committee, and the conclusion of the majority of the members is that, making a fair allowance for dulness of trade at the present time and in the near future, it will be safe to fix the estimates for 1885-86 at 12 per cent. below the actual receipts for 1884, and this has been done in the figures now submitted.

13. In the case of Dock dues on square-rigged vessels a further deduction has had to be made, owing to actuals for 3 months of 1884 having been levied at the rate of 4 pies per ton, while the rate has since been reduced to 3 pies per ton.

14. An entry "Engineering Establishment" to be transferred to New Works at end of year, requires a word of explanation. Government have ordered that the whole cost of the Engineering Staff shall, in the first instance, be paid from revenue, and that, if at the end of the year it be found that a portion of the staff has been employed on any new work, a transfer may then be made It is anticipated that, owing to the Dock extension and other Capital Works in progress, it will be necessary to transfer Rs. 63,526 of the total cost of Engineering Staff to such new works, and credit is, therefore, taken for that amount. It is entered against revenue, in the first instance, under the head of General Charges. The precise sum to be debited to New Works will, of course, be determined at the close of the year, when the Engineer will be able to report how the various members of his staff have been employed.

15. It will be noticed that the estimated receipts from the Port and Pilotage Departments are very near in amount to the actuals of the past year.

16. On the expenditure side of the account the various establishments are entered as they have from time to time been fixed by the Board.

17. Under the head of Bunder Expenditure, there is an apparent

decrease of Rs. 1,17,653. This is not, however, a real saving, but is owing partly to the Engineering expenditure having been differently distributed in 1885-86, and partly to the carrying out of such special works as dredging Sassoon Dock, alterations to Bonded Warehouses, Customs Bunder (Rs. 26,603), while the expenditure on contingent works in 1884 was Rs. 52,415, against an allotment of Rs. 20,000 for 1885-86. It may also be noted that increased expenditure is provided for in the forthcoming year, viz., Rs. 6,000 at the Dock Warehouse, to meet the expected increase of coolie-hire for goods to be warehoused; Rs. 10,000 for dredging Carnac Basin, the foul condition of which is much complained of; and Rs. 26,000 more than last year for Municipal taxes.

18. The estimated expenditure at Prince's Dock, Rs. 7,17,500, is sufficiently near the actual expenditure for the past year, Rs. 7,09,828, to dispense with the need for remark. There are numberless variations in actuals, but none that appears to call for special explanation.

19. Under the head of General Charges, there is a striking increase from Rs. 1,10,865 to Rs. 2,00,100 = Rs. 89,235. But of this amount, Rs. 63,526 is for Engineering Establishment, referred to in para. 14, which is only placed under this heading as a temporary measure until the proper amount to be charged to Capital Works at the end of the year can be determined. The estimated contribution to Provident Fund, Rs. 24,700, against Rs. 3,795 (increase Rs. 17,905) also pertains to all departments of the service, except Pilotage.

20. In the Port Department there is, on the one hand, a contemplated saving of Rs. 27,008, on "construction of beacons," and, on the other hand, budget provision has to be made for the Trustees' share of the Port Health Officer's Establishment, Rs. 14,398; for repairs and re-coppering the spare Lightship, Rs. 6,000; and new boiler for the "Minx," Rs. 1,000. The other variations are unimportant.

21. In the Pilotage Department the sum of Rs. 18,257 paid for the tug "Sphinx" in 1884 does not appear in the estimates under consideration, while the repairs to the schooners are estimated at Rs. 8,685 less than was spent in 1884.

G. MEREWETHER, Chairman.

APPENDIX N.

MAINTENANCE OF A LIFE-BOAT AT ALIBAG.

No. 6154 OF 1885.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 30*th July*, 1885.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward a copy of the papers noted in the margin and to request that you will be good enough to move the Chamber to favour Government with their opinion on the question therein raised as to the advisability of maintaining an efficient and fully equipped life-boat at Alibag.—I have, &c,

J. NUGENT, Secretary to Government.

No. 3352 OF 1885.

ALIBAG, 8*th August*, 1885.

From W. F. SINCLAIR, Esq., Acting Collector of Kolaba, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to Government Resolution, No. 6153 of 30th July 1885, I have the honour to forward for the information of the Chamber a Wreck Chart of the Alibag Coast; with a list of wrecks in the neighbourhood of Bombay since 1826. The list omits the Ellora which founded 7 knots off Kolgaum and therefore outside the limits of my map in May 1865, and was blown up the next year.

2. It also omits a great number of native Craft of which no satisfactory record exists. No wrecks of Coasting Craft were entered in the original wreck chart of Mr. W. Corke; but I have added such as I could place with certainty.

3. The result is that of 49 wrecks recorded in *60 years, 28, or 4 in 7 occurred off the Alibag Coast; and at least 8 or a fraction under 1 in 6 occurred in the eight fine months, including the only steamer on the list, the P. and O. s. s. Jeddo, lost on the Chaul Kadee reef.

4. If the casualties to Coasting craft had been as carefully re-

* Some of the numbers cover several wrecks.

corded as those of ocean going vessels ; they would probably at least equal them in number, and ¾ of them would come in the eight fine months during 7 of which there is now no life boat manned on the Coast.—I have, &c.,

W. F. SINCLAIR, Acting Collector.

BOMBAY CHAMBER of COMMERCE, 14*th August*, 1885.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have laid before my Committee the papers to which your letter No. 6154 of 30th ultimo gave cover, having reference to the advisability of maintaining a life boat at Alibag.

The matter has had the careful consideration of the Committee and they desire me to inform you that, in their opinion, it will be sufficient if one life boat be maintained at Alibag with a special crew attached during the monsoon. In the fair season there would probably be ample assistance available in event of a wreck from the crews of the native craft in the vicinity. The Committee think, however, that it would be advisable that the signal station and guns should be kept always in an efficient state.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 7699 OF 1885.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 24*th September*, 1885.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter dated the 14th ultimo on the subject of the advisability of maintaining life-boats at Alibag, I have the honour to forward herewith for the information of the Chamber copy of a Resolution passed by this Government on the subject, No. 7698 of to-day's date.—I have, &c.,

J. NUGENT, Secretary to Government.

No. 7698.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 24*th September* 1885.

Letter from the Secretary, Chamber of Commerce, Bombay, dated 14th August 1885—Stating, with reference to Government letter No. 6154, dated 30th July 1885, that in the opinion of the Com-

mittee of the Chamber, it will be sufficient if one life-boat be maintained at Alibag with a special crew attached during the monsoon ; and adding that in the fair season there would probably be ample assistance available, in the event of a wreck, from the crew of the native craft in the vicinity, and that the Committee think that it would be advisable that the signal station and guns should be kept always in an efficient state.

Letter from the Director of the Indian Marine, No. 3512, dated 19th August 1885—Stating for reasons given that when Kennery is connected with the mainland by telegraph both life-boats may be done away with.

Memorandum from the Port Officer, Bombay, No. 2764, dated 20th August 1885—Intimating that he considers that when Bombay, Alibag and Kennery Island are connected by telegraph the Alibag life-boats may be dispensed with altogether ; stating that a signal establishment of one tindal and five lascars might be stationed at the Kolaba Fort during the south-west monsoon to fire warning guns and hoist one or two distant signals which might be required to warn vessels off when observed running into danger ; and adding that it might be advantageous if the signal guns at the Kolaba Fort were of a larger calibre than those which are now in use.

Memorandum from the Commissioner of Customs, Salt, Opium and Abkari, No. 5932, dated 22nd August 1885—Submitting a letter No. 3521, dated 20th idem, from the Acting Collector of Kolaba, containing remarks on the letter from the Chamber of Commerce, Bombay ; and stating that he thinks that a full crew for one life-boat should be maintained throughout the year.

Memorandum from the Marine Department of the Secretariat, No. 70-D.I.M.—436-M., dated 24th August 1885.

Resolution of Government in the Marine Department, No. 390, dated 8th September 1885—Forwarding copy of a letter, No. 3128 of 1885, from the Secretary, Bombay Port Trust, together with the Resolution passed by the Trustees, concurring in the opinion of the Port Officer that when telegraph communication between Bombay, Kennery and Alibag is established it will not be necessary to maintain a life-boat at Alibag.

RESOLUTION.—The Director of the Indian Marine, the Port Trustees, the Collector of Salt Revenue and the Port Officer are of opinion that the maintenance of a life-boat service at Alibag is unnecessary. The Chamber of Commerce, the Acting Collector of Kolaba and the Commissioner of Customs on the other hand consider that a life-boat should be retained fit for use at Alibag, the Collector and the Commissioner recommending that its crew should be kept up throughout the year whilst the Chamber of Commerce thinks that the retention of a crew is necessary during the monsoon months only. The Port Officer whilst deeming the maintenance of a life-boat service at Alibag unnecessary is of opinion that a signal establishment of 1 tindal and 5 lascars should be employed at that station during the rains.

2. On consideration of all the circumstances including the facts brought to notice by Mr. Sinclair in his letter No. 3521, dated the 20th ultimo, it seems to His Excellency the Governor in Council that

the best course to follow is that indicated in paragraph 3 of Government Resolution No. 6153, dated July 30th last, viz., to keep one life-boat at Alibag in commission throughout the year, the other being laid up in reserve and being manned on an emergency by a volunteer crew.

3. Mr. Sinclair's proposal that the life-boat establishment to be maintained at Alibag should consist of 1 tindal for 12 months at Rs. 15 per mensem, 9 lascars at Rs. 8 each monthly from October 1st to May 31st, and 12 lascars at Rs. 10 each per mensem from June 1st to September 30th is sanctioned with the concurrence of the Financial Department. The signal service at Kolaba Fort should be performed by this establishment.

4. The Commissioner of Customs, Salt, Opium and Abkari should be requested to report in what manner he would recommend that the cost of the maintenance of the life-boat service should be divided between Provincial and Port Funds.

5. The suggestion of the Port Officer that the signal guns at Kolaba Fort might advantageously be of larger calibre than those now in use should be referred to the Marine Department for consideration and information whether larger guns could be made available for the purpose.

JOHN NUGENT, Secretary to Government.

APPENDIX O.

RULES UNDER THE INDIAN EXPLOSIVES ACT OF 1884.

No. 7319 of 1885.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *9th September*, 1885.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward for the information of the Chamber of Commerce, Bombay, the accompanying copy of a Resolution of the Government of India, Home Department, No. $\frac{38}{1424\text{-}36}$, dated the 14th ultimo, and its accompaniments on the subject of rules under the Indian Explosives Act, 1884.—I have, &c.,

J. MONTEATH,
Under-Secretary to Government.

No 6770.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *19th August*, 1885.

The following Notifications by the Government of India are republished :—

"HOME DEPARTMENT.

PUBLIC.

SIMLA, *the 14th August* 1885.

No. $\frac{38}{1424\text{-}36}$.

Extract from the Proceedings of the Government of India in the Home Department (Public),—under date Simla, the 14th August 1885.

Read again—
The Indian Explosives Act, No. IV. of 1884.

Read—
Home Department Resolution No. $\frac{34}{1391\text{-}98}$ dated the 5th September 1884, directing the formation of a Committee to frame rules under the Indian Explosives Act, 1884.

A letter from the Committee, dated the 12th January 1885, submitting, with explantory remarks, a draft of proposed rules under the Act.

RESOLUTION.

OBSERVATIONS.—By the Resolution of the 5th September 1884, read in the preamble, a Committee, composed of the officers named, was appointed to consider the question of the rules to be issued under the Indian Explosives Act, 1884. The rules submitted by the Committee have been considered by the Government of India, and have been amended where necessary. A copy of the rules as amended is attached to this Resolution.

Major P. FitzG. Gallwey, R. A, Deputy Director General of Ordnance, in India.
Mr. G. S. Forbes, Officiating Under-Secretary to the Government of India in the Home Department.
Mr. J M. Macpherson, Barrister-at-Law, Deputy Secretary to the Government of India in the Legislative Department.
Mr. N. St. L. Carter, Traffic Manager, East Indian Railway Company.

2. The rules appear to the Governor General in Council to provide for all the subjects for which there is any present occasion. Those relating to Transport and Importation should, in the opinion of His Excellency in Council, be made and issued by the Government of India, while those relating to Manufacture, Possession, and Sale might appropriately be issued by Local Governments and Administrations after such adaptation as may be necessary to suit the local circumstances of each province.

3. No attempt has been made to frame rules for the keeping and transport of explosives within the limits of ports—matters formerly dealt with by the Ports Act, section 7, clause (*o*), and sections 28 to 34, both inclusive, of which will be repealed when the Explosives Act is brought into force. Each port must be considered separately, and rules for each prescribed with regard to its own circumstances.

4. It will be noticed that under section 5 of the Act, Local Governments are left a discretion in the application of the rules, and it is not necessary that the whole or any of the rules relating to manufacture, possession, and sale should be brought into operation except in places where real necessity for such rules may exist.

5. It was at first thought possible that simplification might be secured by confining importation to one or two of the best known explosives which are most useful for practical purposes, and by forbidding the importation of all other explosive substances. Further consideration, however, renders it doubtful whether it is expedient to do this, inasmuch as, in the present state of the industrial development of this country, explosives embraced in the classification adopted in the rules, but not now in actual use, may at any time become of importance and value for practical purposes.

6. The preliminary portion of the rules sets out the classification of explosives contained in the bye-laws made under the English Statute (38 Vic., cap. 17). There are doubtless may explosives known in Europe which at the present moment are neither manufactured, imported, nor used in India ; but for the reasons given in the preced-

ing paragraph, it has been deemed desirable to adopt the most exhaustive classification known.

7. One primary consideration kept in view in framing the rules has been to avoid the necessity of double licenses under the Indian Arms Act and the Explosives Act in the case of those explosives that are in common use throughout the country, and the manufacture, possession, sale and importation of which are regulated under the former Act. With this object, the procedure and forms prescribed for these explosives under the Arms Act and the rules issued thereunder have been as far as possible preserved. The explosives thus specially dealt with are gunpowder, explosives of the 1st division of the 6th (ammunition) class, and explosives of the 7th (firework) class. These comprise all gunpowder ordinarily so called, safety catridges, safety fuses for blasting, railway fog signals, percussion caps, firework compositions, and manufactured fireworks. It is not overlooked that the term 'ammunition' as defined in the Arms Act embraces a larger number of explosive compounds; but it is only in the case of those above specified that the interests or convenience of dealers or of the general public appear to need special consideration.

8. The following order of treatment has been observed in drawing up the rules—(1) manufacture, possession, and sale; (2) transport; (3) importation; and (4) various general matters.

9. Under the head of manufacture, possession, and sale there is first a series of general rules (2—7) prohibiting, under penalty, manufacture, possession, or sale, except in accordance with a license. These are followed by rules (8—11) especially providing for the licensing of the manufacture, possession, and sale of gunpowder, ammunition, and fireworks. The procedure for obtaining a license to manufacture other explosives is then stated (Rules 12—13). This is followed by rules relating to the licensing of possession of explosives other than gunpowder, &c., the subject being dealt with under two sets of provisions. First, Rules 14—16 regulate the possession of small quantities of explosives; secondly, Rules 17—22 provide for cases where larger quantities are to be kept. Provision is finally made (Rules 23—26) for the licensing of sale.

To the general rules for the manufacture, possession, and sale of explosives are added provisoes specifying the cases in which licenses need not be taken out, such as the filling of cartridges, the possession of small quantities of explosives for private use, and the like.

10. In the special rules relating to gunpowder, ammunition, and fireworks, the Arms Act procedure has, as already explained, been observed. As in practice, the licenses under that Act prescribe the quantity which may be dealt with throughout the year, the forms of license are to the same effect. But, in the interests of the public safety, the quantity to be kept at the same time on the licensed premises has been limited.

11. The licensing of the manufacture of other explosives (Rules 12 and 13) has, it will be noticed, been left entirely to the Governor General in Council. It is believed that the manufacture of such explosive as dynamite or nitroglycerine is not at present carried on in India, and it is probably unlikely that this will be the case for some time to come. Detailed regulations on the subject do not therefore

appear to be immediately called for. Proposals for the establishment of a factory should, it is thought, receive the special sanction of the Government of India in each case.

12. With regard to the possession of explosives, Rules 14—16 provide for the licensing of the possession of small quantities not exceeding 60 lbs. This is the maximum quantity which may, in the opinion of the Government of India, be safely possessed at the same time under the less stringent precautions which such licenses impose. Quantities in excess of this amount must be kept in a magazine (Rules 17—20). The procedure for obtaining a magazine license follows in its main lines the procedure in force in England. It is designed to give ample notice to all persons likely to be injuriously affected by the establishment of a magazine. It also enables the local authorities both to make full inquiry as to the desirability of complying with an application, and to prescribe the conditions on which a license may be granted. No special procedure in favour of municipal or local bodies desiring to establish a public magazine seems to be required, as it is considered that the regular procedure should be followed by municipal corporations equally with private persons.

13. Looking to the highly dangerous character of all explosives of the fulminate class it has been deemed expedient (Rules 21 and 22) to leave it to the Governor General in Council to license the possession of any explosive of that class under such conditions as he may see fit in each case to prescribe.

14. Licenses for the sale of explosives can be granted only to persons already licensed to possess them. The premises on which sale is conducted will thus be subject to whatever conditions are imposed on such premises by the possession license. The fee for a sale license has, in view of its being an additional license, been limited to Rs. 5.

15. It has not been considered necessary to require transport to be carried on under license. Explosives falling under the Indian Arms Act will remain subject to such licenses as have been prescribed by the rules issued under that enactment, and, such being the case, it seems sufficient to confine the rules to be issued under the Explosives Act to laying down the regulations under which transport shall be conducted. The transport rules fall under two heads—(1) rules with respect to the packing of explosives for conveyance, and (2) rules as to the mode of conveyance. The packing rules deal with each class of explosive separately. The conveyance rules lay down (*a*) General regulations (Rule 31); (*b*) regulations (Rule 32) relating specially to conveyance by road or vessel; and (*c*) regulations (Rule 33) specially relating to railways. The railway rules follow closely the rules drawn up by the Committee appointed in the year 1881 for the purpose of framing regulations for the conveyance of ammunition and other explosives by railway.

16. With regard to importation, the rules (35—46) are restricted to importation by sea. Importation by land or river does not at present require to be specially regulated under the Explosives Act. As in the case of manufacture, possession, and sale, the importation of gunpowder, ammunition, and fire-works has been specially dealt with (Rule

38) so as to make the procedure identical with that prescribed under the Arms Act.

The importation of other explosives has been limited to the ports which are now authorised for the import of gunpowder. It has been provided that no such explosive shall be imported until it has passed a test to be prescribed by the Government of India. At the same time, in order to prevent inconvenience, the proviso to Rule 35 has been so framed as to allow explosives of English manufacture which, in the case of the more dangerous explosives, is carried on under strict Government supervision, and other explosives to which the Governor General in Council may extend the privilege, to be landed on certain conditions previous to the application of the test. The test which should be prescribed are under the consideration of the Government of India.

17. Under the head of 'General,' provision has been made for several matters connected with the granting of licenses. Rules 49, 50, and 51, relating to stamps, fees, and the currency of licenses, follow corresponding rules under the Arms Act. Rule 54 empowers, in accordance with the provisions of section 15 of the Act, the authority granting a license under the rules to direct by an order written on the same that it shall have the effect of a like license under the Arms Act. By rule 55 persons lawfully entitled under the Arms Act to possess ammunition enjoy the same privileges in respect of possession and import under the Explosives Act as they enjoy under section 6 of the Arms Act.

18. Finally it may be observed that the rule have no application in the case of Government explosives (see section 14 of the Act.)

19. Copy of a notification required by section 18 (1) of the explosives Act, which will appear in the next issue of the *Gazette of India*, publishing a draft of the rules to be issued by the Governor General in Council, for the information of persons likely to be affected thereby, is enclosed, as also copy of a notification which will be issued under Section 18 (2) of the Act, prescribing the manner in which draft rules shall be published by authorities making them. The first of these notifications with the draft rules should be republished in three consecutive issues of the Local Gazettes, and copies should at the same time be freely distributed to English and Vernacular newspapers, and should further be published at the head-quarters of all districts, sub-divisions, and tahsils or taluks and communicated to all Municipal bodies. A similar distribution should be made of the draft rules eventually framed by the Local Government, though it is not considered necessary to prescribe this in the notification issued under clause 2 of the section.

20. The rules to be issued by Local Governments under the Act should in due course be submitted for the sanction of the Government of India.

ORDER.—Ordered, that a copy of the above Resolution, with a copy of the draft Rules, be forwarded to all Local Governments and Administrations for information and guidance, and that a copy be forwarded to the Military and Public Works Departments for information ; and

that the Resolution, with the Rules, be published in the *Gazette of India* for general information.

DRAFT.

DRAFT RULES UNDER THE EXPLOSIVES ACT, 1884.

PRELIMINARY.

1. For the purposes of these rules, explosives shall be classified as follows, namely :—

Class 1	...	Gunpowder.
Class 2	...	Nitrate-mixture.
Class 3	...	Nitro-compound.
Class 4	...	Chlorate-mixture.
Class 5	...	Fulminate.
Class 6	...	Ammunition.
Class 7	...	Fire-work.

And when an explosive falls within the description of more than one class, it shall be deemed to belong exclusively to the latest of the classes within the description of which it falls.

CLASS 1.—*Gunpowder Class.*

The term 'gunpowder' means exclusively gunpowder ordinarily so called.

CLASS 2.—*Nitrate-mixture Class.*

The term 'nitrate-mixture' means any preparation, other than gunpowder ordinarily so called, formed by the mechanical mixture of a nitrate with any form of carbon or with any carbonaceous substance not possessed of explosive properties, whether sulphur be or be not added to such preparation and whether such preparation be or be not mechanically mixed with any other non-explosive substance.

The nitrate-mixture class comprises such explosives as—

Pyrolithe,
Pudrolithe,
Poudre saxifragine,

and any preparation coming within the above definition.

CLASS 3.—*Nitro-compound Class.*

The term 'nitro-compound' means any chemical compound possessed of explosive properties, or capable of combining with metals to form an explosive compound, which is produced by the chemical action of nitric acid (whether mixed or not with sulphuric acid) or of a nitrate mixed with sulphuric acid upon any carbonaceous substance, whether such compound is mechanically mixed with other substances or not.

The nitro-compound class has two divisions.

Division 1 comprises such explosives as—

Nitro-glycerine,	Dualine,
Dynamite,	Glyoxiline,
Lithofracteur,	Methylic nitrate,

and any chemical compound or mechanically mixed preparation which

consists either wholly or partly of nitro-glycerine or of some other liquid nitro-compound.

Division 2 comprises such explosives as—

Gun-cotton, ordinarily so called,	Cotton gunpowder,
Gun-paper,	Schultz's powder,
Xyloidine	Nitro-mannite,
Gun sawdust	Picrates,
Nitrated gun-cotton,	Picric powder,

and any nitro-compound as before defined, which is not comprised in the first division.

CLASS 4.—*Chlorate-mixture Class.*

The term 'chlorate-mixture' means any explosive containing a chlorate.

The chlorate-mixture class has two divisions.

Division 1 comprises such explosives as—

Horsley's blasting powder,
Brain's blasting powder,

and any chlorate preparation which consists partly of nitro-glycerine or of some other liquid nitro-compound.

Division 2 comprises such explosives as—

Horsley's original blasting powder,
Erhardt's powder,
Reverley's powder,
Hochstadter's blasting charges,
Reichen's blasting charges,
Teutonite,
Chlorated gun-cotton,

and any chlorate-mixture as before defined, which is not comprised in the first division.

CLASS 5.—*Fulminate Class.*

The term 'fulminate' means any chemical compound or mechanical mixture, whether included in the foregoing classes or not, which, from its great susceptibility to detonation, is suitable for employment in percussion caps or any other appliances for developing detonation, or which, from its extreme sensibility to explosive, and from its great instability (that is to say, readiness to undergo decomposition from very slight exciting causes), is especially dangerous.

This class consists of two divisions.

Division 1 comprises such compounds as the fulminates of silver and of mercury, and preparations of these substances, such as are used in percussion caps, and any preparation consisting of a mixture of a chlorate with phosphorous, or certain descriptions of phosphorous compounds, with or without the addition of carbonaceous matter, and any preparation consisting of a mixture of a chlorate with sulphur, or with a sulphuret, with or without carbonaceous matter.

Division 2 comprises such substances as the chloride and the iodide of nitrogen, fulminating gold and silver, diazobenzol, and the nitrate of diazobenzol.

CLASS 6.—*Ammunition Class.*

The term 'ammunition' means an explosive of any of the foregoing classes when enclosed in any case or contrivance, or otherwise adapted or prepared so as to form a cartridge or charged for small arms, cannon, or any other weapon, or for blasting, or to form any safety or other fuze for blasting or for shells, or to form any tube for firing explosives, or to form a percussion cap, a detonator, a fog signal, a shell, a torpedo, a war rocket, or other contrivance other than a fire-work.

The term 'percussion cap' does not include a detonator.

The term 'detonator' means a capsule or case which is of such strength and construction, and contains an explosive of the fulminate-explosive class in such quantity that the explosion of one capsule or case will communicate the explosion to other like capsules or cases.

The term 'safety fuze' means a fuze for blasting which burns and does not explode, and which does not contain its own means of ignition, and which is of such strength and construction and contains an explosive in such quantity that the burning of such fuze will not communicate laterally with other like fuzes.

The expression 'safety cartridges' means cartridges for small arms of which the case can be extracted from the small arms after firing, and which are so closed as to prevent any explosion in one cartridge being communicated to other cartridges.

The ammunition class has three divisions.

Division 1 comprises exclusively—

Safety cartridges.
Safety fuzes for blasting.
Railway fog signals.
Percussion caps.

Division 2 comprises any ammunition as before defined which does not contain its own means of ignition, and is not included in Division 1, such as—

Cartridges for small-arms, which are not safety cartridges.
Cartridges and charges for cannon, shells, mines, blasting, or other like purposes,
Shells and torpedoes containing any explosive,
Fuzes for blasting, which are not safety fuzes,
Fuzes for shells,
Tubes for firing explosives,
War rockets,

which do not contain their own means of ignition.

Division 3 comprises any ammunition as before defined which contains its own means of ignition, and is not included in division 1, such as—

Detonators,
Cartridges for small-arms, which are not safety cartridges,
Fuzes for blasting, which are not safety fuzes,
Fuzes for shells,
Tubes for firing explosives,

which do contain their own means of ignition.

By ammunition containing its own means of ignition, is meant

ammunition having an arrangement, whether attached to it or forming part of it, which is adapted to explode or fire the same by friction or percussion.

CLASS 7.—*Firework Class.*

The term 'fire-work' comprises fire-work composition and manufactured fire-work.

Division 1.—The term 'fire-work composition' means any chemical compound or mechanically mixed preparation of an explosive or inflammable nature which is used for the purpose of making manufactured fire-works, and is not included in the former classes of explosives, and also any coloured fire composition.

Division 2.—The term 'manufactured fire-work' means any explosive of the foregoing classes and any firework composition, when such explosive or composition is enclosed in any case or contrivance, or is otherwise manufactured so as to form a squib, cracker, serpent, rocket (other than a war-rocket), maroon, star, lance, wheel, Chinese fire, Roman candle, or other article adapted for the production of pyrotechnic effects or pyrotechnic signals.

MANUFACTURE, POSSESSION, AND SALE.

(*a*) *General Rules.*

2. An explosive shall not be manufactured except under and in accordance with the conditions of a license to manufacture the explosive granted under these rules.

Nothing in this rule shall apply—

(*a*) to the making of a small quantity of an explosive for the purpose of chemical experiment, and not for practical use or for sale ; or

(*b*) to the filling for private use and not for sale of any safety cartridges to the amount allowed by these rules to be possessed for private use.

3. If any person manufactures an explosive in contravention of rule 2, he shall be punished with fine which may extend to three thousand rupees.

4. An explosive shall not be possessed except under and in accordance with the conditions of a license to possess the explosive granted under these rules :

Provided that this rule shall not apply—

(1) to a person possessing for his private use and not for sale—

(*a*) gunpowder to an amount not exceeding on the same premises 30 lbs., or in lieu of the said quantity of gunpowder 15 lbs. of any other explosive, or in lieu of any less amount of gunpowder not so possessed, half that amount of other explosive ; or

(*b*) gunpowder contained in safety cartridges to an amount not exceeding 150 lbs., or in lieu thereof 150 lbs. of any explosive contained in ammunition of the 1st division of class 6,

or in lieu of any less amount of gunpowder not so possessed, that amount of any explosive so contained :

Exception.—Nothing in the foregoing portion of the proviso to this rule shall be held to authorize the possession for private use—

(*a*) of any explosive of the 5th (fulminate) class ; or

(*b*) of any explosive whereof the possession has been prohibited absolutely by notification under section 6 of the Act ; or,

(*c*) where the possession of an explosive has by notification under that section been prohibited subject to conditions, of any such explosive except subject to those conditions.

(2) to the possession of an unlimited quantity of fire-works, if obtained and intended for immediate use and not for sale, and if kept for a period not exceeding 14 days in a safe and suitable place, and with all due precautions for the public safety :

(3) to the possession of any explosive by a person licensed to manufacture the explosive :

(4) to the possession of any explosive by a carrier or other person for the purpose of transport when the same is being kept or transported in accordance with the provisions of the rules made under the Act with respect to the transport of such explosive : or

(5) to the possession of any gunpowder, rockets, or other explosive on board any ship in pursuance of the provisions of the Merchants Shipping Acts, or any order or regulation under those Acts.

5. If any person possesses an explosive in contravention of rule 4, he shall be punished with fine which may extend to one thousand rupees.

6. An explosive shall not be sold except under and in accordance with the conditions of a license to sell the explosive granted under these rules :

Provided that this rule shall not apply to any person selling any explosive which for his own private use he lawfully possesses to any person who is not legally prohibited from possessing the same.

7. If any person sells an explosive in contravention of rule 6, he shall be punished with fine which may extend to five hundred rupees.

(*b*) *Licensing of the manufacture, possession, and sale of gunpowder and certain explosives.*

8. Licenses to manufacture, possess, and sell, or to possess and sell or to possess an explosive of the 1st (gunpowder) class or of the 1st division of the 6th (ammunition) class or of the 7th (firework) class to such total amount during the currency of the license, and in such places as shall be approved by the licensing officer, may be granted in a Presidency Town by the Commissioner of Police, and elsewhere by the District Magistrate :

Provided that nothing in any such license shall be deemed to entitle the license-holder to keep at the same time in the place to which the license applies more than 200 lbs. of gunpowder, 500 lbs. of explosive contained in ammunition of the 1st division of the 6th (ammunition) class, and 200 lbs. of fire-works, or any such less

quantity of any of these explosives as the licensing officer may direct in this behalf.

9. The following fees shall be paid for every license granted under the last foregoing rule, namely—

(1) a fee of twenty rupees for every license to manufacture, possess and sell ;
(2) a fee of ten rupees for every license to possess and sell ; and
(3) a fee of eight annas for every license to possess.

10. Every license granted under rule 8 shall be in form A, B or C in the Schedule hereto annexed as the case may be, and shall be subject to the conditions prescribed therein.

11. If any person commits a breach of any condition subject to which a license under rule 8 is granted, he shall be punished with fine which may extend to five hundred rupees.

(c) Licensing of the manufacture of other explosives.

12. Licenses to manufacture explosives other than those referred to in rule 8 shall be granted by the Governor General in Council on payment of such fees in such form for such term and subject to such conditions as the Governor General in Council may in each case prescribe : Provided that the Governor General in Council shall, in the case of any such license, prescribe all the conditions which are hereinafter prescribed for licenses to possess an explosive of the same description and quantity as the manufacturing license is to cover.

13. If any person commits a breach of any condition subject to which a license under rule 12 is granted, he shall be punished with fine which may extend to three thousand rupees.

(d) Licensing of the possession of small quantities of other explosives.

14. Licenses for the possession at such places as shall be approved by the licensing officer of explosives other than those specified in rule 8, shall, if the explosive is not one of the 5th (fulminate) class, and if the quantity to be possessed at the same time does not exceed 60 pounds, be granted in a Presidency Town by the Commissioner of Police, and elsewhere by the District Magistrate.

15. Every license granted under rule 14 shall be in Form D in the Schedule hereto annexed, and shall be subject to the conditions prescribed therein. A fee of five rupees shall be paid for every such license.

16. If any person commits a breach of any condition subject to which a license under rule 14 is granted, he shall be punished with fine which may extend to one thousand rupees.

(e) Licensing of the possession of explosives generally.

17. Licenses for the possession of explosives generally shall, if the explosive is not one of the 5th (fulminate) class, be granted by the Local Government in accordance with the following procedure :—

(1) The applicant shall submit to the District Magistrate, or, in a Presidency Town, to the Commissioner of Police, an application in writing, accompanied by a plan (drawn to scale) of the place in

which it is proposed to keep the explosive (herein referred to as the magazine) and the site thereof.

(2) The application shall specify such of the following matters as are applicable, namely—

(*a*) the boundaries of the land forming the site of the magazine, and either any belt of land surrounding the site which is to be kept clear and the buildings and works from which it is to be kept clear, or the distances to be maintained between the magazine, or any part thereof, and other buildings and works ;

(*b*) the situation, character, and construction of all the mounds, buildings, and works on or connected with the magazine, and the distances thereof from each other ;

(*c*) the amount of explosive and of ingredients thereof wholly or partly mixed to be allowed at the same time within the boundaries of the magazine ; and

(*d*) any especial terms which the applicant may propose by reason of any special circumstances arising from the locality, the situation, or construction of any buildings or works, or the nature of any process or otherwise.

(3) Upon receipt of the said application—

(*a*) The District Magistrate or Commissioner of Police, as the case may be, shall thereupon cause notice to be published of the application, and fix a date on which any person shall be heard objecting to the establishment of a magazine on the proposed site who have not less than seven clear days before the day of hearing sent to the said District Magistrate or Commissioner of Police and to the applicant notice of their intention to appear and object, with their name, address, and calling, and a short statement of the grounds of their objection.

(*b*) Where the site of the proposed magazine is situate within, or within one mile of, the limits of the jurisdiction of any Municipality or of any Port authority, the applicant shall serve on such authority, the notice of the application and of the date of hearing by the District Magistrate or Commissioner of Police.

(*c*) The said notices shall be published and served at the cost of the applicant by the District Magistrate or Commissioner of Police not less than one month before the date of hearing.

(*d*) The District Magistrate or Commissioner of Police shall fix the date of hearing as soon as practicable after application is made to him, and the time so fixed shall be as soon as practicable after the expiration of the said month from the publication and service of the notices by the applicant.

(*e*) On consideration of the application, and on making such enquiry as may be deemed necessary, the District Magistrate or Commissioner of Police may dissent altogether from the establishment of such new magazine on the proposed site, or assent thereto, either absolutely, or on any conditions requiring additional restrictions or precautions.

(*f*) On the completion of the enquiry the District Magistrate or

Commissioner of Police shall forward the application with his recommendation to the Local Government. The Local Government may thereupon either grant the license applied for either in accordance with the recommendation of the District Magistrate or Commissioner of Police or with the addition of any additional restrictions and precautions as may be deemed proper, or the Local Government may refuse such license.

(*g*) If the Local Government grant a license, it shall forward the same to the District Magistrate or Commissioner of Police, who, when satisfied that the magazine is sufficiently completed according to the license to justify the use thereof, shall confirm the license; but, until so confirmed, the license shall not come into force.

18. A fee of 20 rupees shall be paid for every license granted under rule 17.

19. Every license granted under rule 17 shall be in Form E in the Schedule hereto annexed, and shall be subject to the conditions prescribed therein.

20. If any person commits a breach of any condition subject to which a license under rule 17 is granted, he shall be punished with fine which may extend to one thousand rupees.

21. Licenses for the possession of explosives of the 5th (fulminate) class shall be granted by the Governor-General in Council on payment of such fees and in such form and subject to such conditions as he may in each case prescribe.

22. If any person commits a breach of any condition subject to which a license is granted under rule 21, he shall be punished with fine which may extend to one thousand rupees.

(*c*) *Licensing of the sale of other explosives.*

23. Licenses for the sale of explosives other than those referred to in rule 8 may be granted in a Presidency Town by the Commissioner of Police, and elsewhere by the District Magistrate, to any person licensed to possess the same.

24. A fee of five rupees shall be paid for every license granted under rule 23.

25. Every license granted under rule 23 shall be in Form F in the Schedule hereto annexed, and shall be subject to the conditions therein prescribed.

26. If any person commits a breach of any condition subject to which a license under rule 23 is granted, he shall be punished with fine which may extend to five hundred rupees.

(*f*) *Supplementary.*

27. The District Magistrate, or any Subordinate Magistrate deputed in that behalf by the District Magistrate, or, in a Presidency Town, the Commissioner of Police, or any Police officer not below the rank of Inspector deputed in that behalf by the District Magistrate or Commissioner of Police, may enter and inspect and examine any place in

which an explosive is manufactured, possessed, or sold by a person licensed in this behalf under these rules.

28. A person licensed to possess an explosive shall not be required to take out a license for the manufacture of the explosive by reason that, in a room or workshop in connection with the magazine, or place in which he is licensed to possess the explosive, he, by filling cartridges, making charges, drying, sifting, fitting or otherwise, adapts or prepares the explosive for the keeping of which he is licensed, for use, sale or otherwise : provided that he observes the following rules :

(1) There shall not be in the workshop in which such filling, adaptation or preparati on is carried on more than 50lbs. of gunpowder, or in lieu of such gunpowder or of a less amount thereof, not so present, half that amount of other explosive.

(2) Any work unconnected with such filling, adaptation or preparation shall not be on in the said room or workshop while such filling, adaptation or preparation is being carried on.

(3) The said room or workshop shall be detached from the magazine or place in which the licensee is licensed to possess the explosive and at a safe distance therefrom.

(4) An explosive of one description shall not be converted into an explosive of another description, and shall not be unmade or resolved into its ingredients.

TRANSPORT.

(*a*) *Packing.*

29. The following general rules shall be observed with respect to the packing of explosives for conveyance :—

I. An explosive, not being an explosive of the 5th (fulminate) class or of the second and third divisions of the 6th (ammunition) class or of the first division of the 7th (fire-work) class, shall, if not exceeding 5lbs. in quantity, be contained in a substantial case, bag, canister, or other resceptacle made and closed so as to prevent the explosive from escaping ;

II. In every other case, the explosive shall be contained in a double package. The inner package shall be a substantial case, bag, canister, or other receptacle, made and closed so as to prevent the explosive from escaping, and the outer package shall be a box, barrel or case of wood or metal or other solid material, and shall be of such, strength, construction, and character that will not be broken or accidentally opened, or become defective or insecure whilst being conveyed, and will not allow the explosive to escape. Provided as follows :—

(*a*) If the explosive is explosive of the 1st or gunpowder class or is explosive of the 2nd (nitrate-mixture) class or is gun-cotton or other explosive of the 2nd division of the 3rd (nitro-compound) class, the quantity of explosive in any one outer package shall not, in the case of explosive of the first two classes, exceed 100 lbs., and in the case of the last 50 lbs.; and if the explosive be gun-cotton, it shall be carried thoroughly saturated with water.

(*b*) If the explosive belongs to the 1st division of the 3rd

(nitro-compound) class or to the 4th (chlorate-mixture) class, the inner package shall be without any metal in its construction, and the inner or outer package or both shall be thoroughly waterproof. No one of the inner packages shall contain more than 10 lbs., and the aggregate quantity of the explosive in any one outer package shall not exceed 50 lbs.

(*c*) If the explosive belongs to the 5th (fulminate) class, it shall be packed in such manner as the Governor General in Council may specially direct.

(*d*) If the explosive belongs to the 1st division of the 6th (ammunition) class or is an explosive of the 2nd division, an outer package shall not be required, but it may be contained in quantity not exceeding 100 lbs. in a single package, which shall be a box, barrel, or case not less than $\frac{3}{4}$ths of an inch in thickness, of such strength, construction, and character as will not be broken or accidentally opened, or become defective or insecure whilst being conveyed, and will not allow the explosive to escape.

(*e*) If the explosive belongs to the 3rd division of the 6th (ammunition) class, it shall be packed in a double package. The inner package shall not contain more than 2 lbs., of such explosive, and no more than 50 lbs. shall be contained in the outer package.

(*f*) If the explosive belongs to the 1st division of the 7th (firework) class, it shall be contained in a double package. The inner package shall be a substantial canister, case or other receptacle hermetically closed, and containing no more than 1 lb. of explosive, and no more than 20 lbs. shall by contained in the outer package; and

(*g*) If the explosive belongs to the 2nd division of the 7th (firework) class, it shall be contained in a box, barrel, or case of wood, metal, or other solid material, and of such strength, construction, and character that it will not be broken or accidentally opened, or become defective or insecure whilst being conveyed, and will not allow any explosive to escape, and the quantity of explosive in any one package shall not exceed 100 lbs.

III.—Whatever be the amount of the explosive, and to whatever class or division of a class it belong, the following conditions shall be observed:—

(*a*) The interior of every package, whether single or double, shall be kept free from grit and otherwise clean;

(*b*) every package, whether single or double, when actually used for the packing of explosive, shall not be used for the packing of any other explosive of the same or any other class or for any other purpose;

(*c*) there shall not be any iron or steel in the construction of any such single package or inner or outer package unless the same is effectually covered with tin, zinc, or other suitable material;

(*d*) on the outermost package there shall be affixed, in conspicuous characters, by means of a brand or securely attached label

or mark, the word 'Explosive,' followed by the name of the explosive or other description of the contents, and the name and address of the owners or sender; and

(*e*) the amount of explosive in any single package, or, if there is a double package, in any one outer package, shall not exceed the amount specified in the forgoing rules, except with the consent of, and under conditions to be approved by, an officer appointed by the Local Government in this behalf.

30. If any person commits a breach of any of the foregoing rules relating to the packing of explosive for conveyance. he shall be punished with fine which may extend to Rs. 1,000.

(*b*) *Mode of Conveyance.*

31. The following general rules shall be observed with respect to the conveyance of explosives:—

I.—No explosive shall be conveyed from place to place unless packed in the manner provided for in the foregoing rules.

II.—There shall not be conveyed in any carriage or vessel, which is being used for the conveyance of an explosive, any explosive of a different class and division, of whatsoever nature, which contains its own means of ignition, unless it be sufficiently separated therefrom to prevent any fire or explosion which may take place in one such explosive being communicated to another.

III.—No explosive shall be loaded or unloaded except between sunrise and sunset.

IV.—Whilst the explosive is being loaded on, or unloaded out of, any carriage or vessel, no fire or artificial light, nor any article which is liable to cause or communicate fire or explosion (such as charcoal, lucifer matches, articles for striking a light, petroleum to which the Petroleum Act or any Act repealing or amending the same applies, or any spirit or oil or substance that gives forth any inflammable vapour at a temperature below 100° Fahrenheit) shall be, or shall be allowed to be, brought, had, or used dangerously near to such carriage, ship, or boat, and no smoking shall be allowed in, on, or dangerously near to, the same; provided that when the use of a light for the purpose of such loading or unloading is unavoidable, a lamp of such construction, position, or character as not to cause any danger from fire or explosion may be used; and no person while handling any explosive (except gunpowder, explosive of division 1, class 6, or explosive of class 7, if packed in accordance with the packing rules) shall wear boots or shoes with iron or steel nails, heels or tips.

V.—In loading or unloading any explosive, the casks and packages containing the same shall be passed from hand to hand and not rolled upon the ground; they shall not be thrown or dropped down, but shall be carefully deposited and stowed.

VI.—The explosive shall not be conveyed except in the interior of a carriage so enclosed on all sides with wood or metal, or in the hold of a ship or boat having a close deck, so closed as effectually to protect the explosive against accident by fire from without. If the

explosive cannot be so secured, it shall be completely covered with painted cloth, tarpaulin, or other suitable material, so as to effectually protect it against communication of fire.

VII.—There shall not be any iron or steel in the interior of the portion of the carriage or vessel with which the case containing the explosive is in contact, unless the same be effectually covered with leather, wood, cloth or other suitable material.

VIII.—In the stowing of explosive, due precautions shall be taken by means of a partition or otherwise, and by careful stowing to secure such explosive, from being brought into contact with, or endangered by, any other article or substance conveyed in such carriage or vessel which is liable to cause fire or explosion; and if the explosive is dangerously affected by water, due precautions shall be taken to exclude water from coming into contact with such explosive.

IX.—The amount of explosive conveyed in any one carriage or vessel at any one time shall not exceed 2,000 lbs., unless the carriage be so enclosed on all sides with wood or metal, or the vessel have a close deck so closed as effectually to protect the explosive against accident by fire from without, in which case the amount of explosive conveyed shall not exceed the following :—

In any one carriage on a railway	...	10 tons.
In any one other carriage ...	...	2 „
In any one vessel ...	...	20 „

Note.—This rule must, in the case of dynamite conveyed by railway, be read subject to paragraph XII of rule 33.

X.—Nothing in the foregoing rules (except rule I) shall apply to any explosive of the first division of the 6th (ammunition) class, provided all due precautions are taken for the prevention of accidents.

32. The following rules shall be observed with respect to the conveyance of explosives otherwise than by public railway :—

I.—No explosive shall be conveyed in a carriage or vessel whilst carrying or plying for public passengers, unless the quantity be less than 5 lbs. and notice has been given beforehand to the person in charge of such carriage or vessel: provided that there shall not be conveyed in any such carriage or vessel any explosive of the 5th (fulminate) class or any explosive of the 3rd division of the 6th (ammunition) class, or of the 1st division of the 3rd (nitro-compound) class.

II.—With respect to the conveyance by carriage or vessel of explosive of the 5th (fulminate) class or of the 3rd division of the 6th (ammunition) class, or of the 1st division of the 7th (fire-work) class, or of larger quantities than 5 lbs., of any other explosive, the following regulations shall be observed :—

(1) The person in charge of the carriage or vessel shall not drive or conduct the same in a dangerous or reckless manner, and shall take all due precautions to avoid fire and explosion, and no person shall do any act or thing in relation to the explosive which tends to cause fire or explosion and is not reasonably necessary for the conveyance of the explosive or for work immediately connected with such conveyance, and a person who is intoxicated shall not have

charged of any carriage or vessel conveying explosive, and shall not be permitted to be in or on or attending the same.

(2) A person shall not forward to any warehouse-man or carrier a consignment of explosive, unless he has given notice to such warehouse-man or carrier beforehand, stating the name and quantity of the explosive proposed to be conveyed, and the name and address of the proposed consignee, and has had an intimation that the warehouse-man or carrier is prepared to receive the consignment; and a warehouse-man or carrier shall not make such an intimation, nor receive such consignment, unless he is prepared to receive it, and forthwith to despatch the same or to deposit it in a magazine or at a place at which a person is licensed to possess the same.

(3) The carriage or vessel conveying the explosive shall be in charge of, and constantly attended by, some competent person, or by a sufficient number of competent persons, and such persons shall not, if the amount of explosive conveyed exceed 100 lbs., stop or delay for a longer time than may be reasonably necessary, or stop unnecessarily at any place where such stopping would be attended with special public danger.

33. The following rules shall be observed with respect to the conveyance of explosive by public railway :—

I.—No person shall send for carriage upon any railway any consignment of an explosive, unless he has given to a Railway servant 48 hours' previous notice in writing of his intention to send such consignment, and stating the true name, description, quantity, and mode of packing of the explosive proposed to be conveyed and his own name and address, and also the name and address of the proposed consignee, and unless he has had an intimation in writing from an authorised officer of the Railway that such consignment will be received.

II.—No explosive which a Railway Administration shall by any notice or regulation for the time being in force notify that they will not receive, shall be brought, sent, or forwarded to, or upon any Railway of the said Railway Administration.

III.—Consignments of explosives shall be sent to the forwarding station, and shall be received by the Railway servants, only at such times, between sunrise and sunset, as the Railway Administration may appoint; and every package containing any explosive proposed to be conveyed on any Railway shall, immediately on arrival at the station, be delivered to, and be received by, the Railway servants authorised to receive dangerous goods and by no other person whatsoever.

IV.—An explosive must be removed by the consignee from the receiving station during the twelve hours of daylight after arrival; if this condition is not strictly complied with, the Railway Administration may return the consignment to the consignor at this risk, peril, and expense. And such packages shall in the meanwhile be kept as far away from the station buildings as possible, in the wagon they were conveyed in, or, if unloaded, shall be completely covered with

tarpaulins or other suitable material and, if necessary, shall be protected by a police guard.

V.—The Railway Administration may refuse to receive any packages which they suspect to contain any explosive packed or sent in contravention of these regulations. And in case any package, which the Railway Administration suspect, shall be upon any Railway, they may open, or require to be opened, any such package to ascertain the fact, at the risk and expense of the consignor, and may return the explosive contained in the package to the consignor at his risk, peril and expense, keeping the packages pending such return in the manner prescribed in the preceding rule.

VI.—No explosive shall be conveyed by passenger train except of the kinds, and in the manner, hereinafter specified in this rule :—

(*a*) Safety cartridges and percussion caps and safety-fuze (for blasting), also fog-signals for railway use, may be conveyed by passenger train, in ordinary wagons or carriages.

(*b*) Sporting gunpowder or non-safety cartridges packed in double cases as before provided, so long as the gunpowder is contained in one-pound tin canisters packed in a stout wooden case with an outer covering of tin or zinc completely spark-proof, or in metal-lined cases of a pattern approved by the Railway Administration. But no outer case shall contain more than 25 lbs. of gunpowder, and the total consignment of gunpowder or non-safety cartridges by one train shall not exceed 80 lbs.

VII.—Not more than five carriages containing explosive shall be loaded or unloaded at any Railway station, or be conveyed by any one train at any one time ; and the quantity of explosive to be contained in any one carriage shall not exceed two-thirds of the normal load, unless the carriage shall be specially built and approved of by the Government of India for the conveyance of explosives. But nothing in this clause shall be held to apply to separate consignments of small-arms ammunition.

VIII.—There shall not be conveyed in the same carriage with any explosive any lucifer, or other matches, fuzees, pipelights, acids, naptha, paraffin, petroleum to which the Petroleum Act or any Act repealing or amending the same applies, or any other volatile spirit or substance liable to give off an inflammable vapour, or liable to spontaneous ignition, or to cause or communicate fire or explosion.

IX.—The consignor shall attach to the consignment note a certificate signed by an officer authorized by the Government in this behalf that the explosive, if it is gun-cotton, dynamite, or blasting gelatine, is of the standard purity, and has undergone no deterioration since its manufacture ; and further, in the case of dynamite, that the cartridges have been examined and show no signs of exuded nitro-glycerine. The consignor shall also certify that the cartridges have been packed in this country in accordance with the packing rules.

X.—In the case of dynamite the outer package shall be marked with the date on which the dynamite was packed, and be secured with a leaden seal in token of the inspection having been made.

XI.—The certificate referred to in rule IX. shall be valid for six

months after date, if the examination has been made after the 15th October, but it shall not be compulsory for any Railway Administration to receive dynamite for conveyance from 1st April to 15th October (both inclusive).

XII.—Packages containing dynamite shall be stowed in one layer only, and secured so as to prevent movement during transit. The gross load in any one wagon shall not exceed 3 tons.

XIII.—No explosive belonging to the 5th (Fulminate) Class or to Class VI., division 3, shall be carried in the same train with dynamite, or with any other explosive belonging to Class III., division 1.

XIV.—Wagons used for the carriage of explosives shall be examined to see that they are sparkproof, and have been cleaned out before they are loaded. Haircloth, hides, or other suitable material shall be spread on the floor of the wagon and between each layer of packages, except when the packages are covered with gunny or felt, or contain small-arms ammunition, packed in tin-lined service pattern boxes.

XV.—Wagons containing explosives shall be loaded and unloaded on sidings distant as far as possible from the station buildings.

XVI.—More than three layers of packages containing explosives shall never be packed one above another, except in the case of small-arms ammunition packed in tin-lined service-pattern boxes, when such a restriction is unnecessary. The loading and unloading of explosives when once begun shall be diligently proceeded with during daylight until the same is completed.

XVII.—When the train is begin marshalled, wagons loaded with explosives may be shunted by a locomotive, provided that they are separated from the engine by not less than three wagons containing no explosive nor easily inflammable substance; this precaution is not necessary with wagons specially constructed and approved of by Government for the carriage of explosive. The speed of these movements will be restricted to 5 miles an hour; they will be superintended by a duly authorized officer, who will be held responsible for the observance of these orders. Flying shunts are strictly prohibited.

XVIII.—Wagons containing explosives shall be placed at the end of the train away from the locomotive, and shall be close coupled to one another, as well as to the adjoining wagons, and must be preceded and followed by three wagons not loaded with explosive or other traffic of an inflammable nature.

XIX.—If the wagons employed in the transport of explosive, as well as those immediately adjoining them, are provided with breaks, they shall on no account be worked.

XX.—Wagons must in every case be locked when loaded with explosives.

XXI.—All operations connected with the transhipment of explosives at junction stations shall take place during daylight.

34. If any person commits a breach of any of the foregoing rules relating to the mode of conveyance of explosives, he shall be punished with a fine which may extend to Rs. 1,000.

IMPORTATION.

35. An explosive shall not be imported by sea into British India, except under, and in accordance with, the conditions of a license to import the explosive granted under these rules:

Provided that any explosive other than an explosive specified in rule 38 may, previous to the grant of an importation license, if certified to be of British manufacture, be landed in accordance with such regulations as the Local Government may prescribe in this behalf, and be stored in a place set apart by the Local Government for this purpose. The Governor General in Council may extend this privilege to any such explosive not of British manufacture regarding which he is satisfied that it has been manufactured under adequate official supervision.

Before any explosive is landed under the proviso to this rule, the consignee shall give to the Chief Customs Officer of the port such undertaking, with or without security, as the said officer thinks sufficient, to obey, in the event of the explosive failing to satisfy the prescribed tests, such directions as to its disposal as the Local Government may see fit to prescribe.

36. If any person imports an explosive in contravention of rule 35 he shall be punished with fine which may extend to three thousand rupees.

37. An explosive shall not imported by sea except at the ports of Calcutta, Madras, Bombay, Rangoon, Calicut, Karachi, and Aden.

38. If the explosive is gunpower or an explosive of the 1st division of the 6th (ammunition) class, or an explosive of the 7th (fire work) class, the license to import the same may be granted at the ports of Calcutta, Madras, and Bombay, by the Commissioner of Police, and at the ports of Rangoon, Calicut, Karachi and Aden, by the District Magistrate.

39. The fee payable in respect of each such license shall be Rs. 10.

40. Licenses for the importation by sea of any explosive other than those specified in rule 38 shall be granted by the Local Government or by some officer specially authorized by the Local Government in this behalf.

41. No license for the importation of any explosive of the description referred to in rule 40 shall be granted unless samples of the explosive taken as hereinafter provided are certified by the Chemical Examiner or some other Officer appointed by the Local Government in this behalf, to pass the test which may from time to time be prescribed for such explosive by the Government of India.

42. On the arrival in any port at which importation of explosives is lawful, of a ship having on board an explosive other than an explosive of the description referred to in rule 38, such officer as the Chief Customs Officer authorizes in this behalf shall, as soon as may be, proceed on board and obtain samples of the explosive.

The Master of the ship shall give to the said officer, without charge, such samples as he may require. The said officer shall affix to each such sample the name of the ship and of the consignee and such other

distinguishing marks as he may think necessary, and shall forward the same to the Chemical Examiner or officer as aforesaid for report.

The Chemical Examiner or officer as aforesaid, after testing the said samples, shall, without delay, forward to the licensing authority, through the Chief Customs Officer, a report under his signature, certifying whether the explosive has satisfied the prescribed test.

43. The period for which a license to import an explosive, granted under rule 40, shall continue in force, shall not exceed such period as may seem necessary to the authority granting the license.

44. The fee payable on a license granted under rule 40 shall be Rs. 10.

45. Every license granted under rules 38 and 40 shall be in Form G in the Schedule hereto annexed, and shall be subject to the conditions therein prescribed, and also to such additional conditions with respect to the time and place of unloading, landing, delivery, and conveyance of the explosive, and such other conditions as may in each case be thought by the licensing officer to be necessary for the public safety or in the interests of the State.

46. If any person commits a breach of any condition subject to which a license under rules 38 and 40 is granted, he shall be punished with fine which may extend to three thousand rupees.

D.—GENERAL.

47. Every license granted under these rules shall be liable to be forfeited on breach of any of the conditions subject to which it is granted.

48. If a person licensed to manufacture, possess, sell, or import an explosive dies or becomes bankrupt, or becomes mentally incapable or otherwise disabled, the person carrying on the business of such licensee shall not be liable to any penalty or forfeiture under the Act or the rules made there under for carrying on the business or acting under the license during such reasonable time as may be necessary to allow him to make an application to the authority granting the license for a new license in his own name during the currency of the unexpired portion of the original license. Such new license shall be granted on the payment of one rupee.

49. The fees leviable under these rules shall be taken in the shape of 'impressed stamps.' Ordinarily the applications for licenses or renewals of licenses shall, if not otherwise provided, be written on 'impressed stamps' of value equal to the amount of fee leviable in respect of such licenses or renewals; the licenses themselves being issued on plain paper. But when the licenses themselves are written or printed on impressed stamps, the application may be on plain paper. When an application for a license is written on an impressed stamp, and the license is refused, the value of the stamp will on application be refunded to the applicant.

50. All licenses except licenses to manufacture an explosive under rule 12, or to possess explosives of the 5th (fulminate) class under rule 21, or to import under rules 40—42, shall expire on the 31st December of the year for which they are granted. Licenses granted under

rules 12, 21 and 40 shall be current for the term therein specified But the currency of a license may, unless the circumstances have so changed that the grant of a new license would either not be authorised under the Act and rules or is deemed objectionable by the licensing authorities, on application previous to its expiration, be renewed, on payment of the original fee.

51. When a license granted in accordance with these rules is lost, or accidentally destroyed, a duplicate may be granted to the licensee on payment of a fee of 8 annas.

52. Any person holding a license, or acting under a license, granted in accordance with these rules, shall be bound to produce the same, when called upon to do so by any Magistrate or by any police officer in charge of a police station, or by any police officer of higher rank.

53. All Magistrates or other authorities acting under these rules will perform their duties subject to the control of their executive superiors and of the Local Government.

54. Any authority empowered to grant a license under the foregoing rules may, if he thinks fit, direct by an order written on the license that it shall have the effect of a like license under the Indian Arms Act, 1878.

55. Any person lawfully entitled under the Indian Arms Act 1878, or the rules made thereunder, to possess any explosive coming under the head of ammunition as defined in that Act may possess, or import without license under these rules, any such explosive in reasonable quantities for his own private use ; but when an explosive is so imported, the Collector of Customs or any other officer empowered by the Local Government in this behalf by name or by virtue of his office may at any time detain such explosive until he receives the orders of the Local Government thereon.

SCHEDULE.

FORM A.

(*See Rule* 8.)

FEE TWENTY RUPEES IN STAMPS.

License to manufacture, sell, and possess gunpowder or an explosive of the 1st Division of the 6th (Ammunition) class or of the 7th (Fire-work) class.

Name, &c., of license-holder, and place of residence.	Place of business, factory, or shop.	Description and quantity to be manufactured during the year.	Description and quantity to be possessed and sold during the year.	Date on which license expires.
				The 31st of December 188 .

_____ *District*, } (Seal.) (Signature)
_____ 188 . } _____ of _____

Conditions.

1. This license is given subject to the provisions of 'The Indian Explosives Act, 188[illegible],' and the rules framed thereunder.

2. The license-holder shall keep records and accounts of all explosive manufactured, of all stock in hand, and of all sales, in such form as the Local Government may from time to time direct.

3. The license-holder shall exhibit his stock and his books of manufacture and sales to any Magistrate or to any Police officer not below the rank of Inspector, when such officer may call upon him so to do.

4. The explosive shall be manufactured in a substantially constructed building exclusively appropriated for the purpose and detached from a dwelling-house, and situated at a safe distance from any highway, street, public thoroughfare, or public place.

5. All sales of explosive under this license must be effected upon the premises shown on the face of the license.

6. An explosive shall not be sold to any child apparently under the age of 13 years.

7. The explosive possessed by the licensee shall be kept in such a building as is referred to in condition 4, or in a fire-proof safe outside a dwelling-house and detached therefrom and at a safe distance from any highway, street, public thoroughfare, or public place, made and closed so as to prevent unauthorized persons having access thereto, and to secure it from danger from without:

Provided that a quantity not exceeding 50 lbs. of gunpowder, or in lieu of each pound of gunpowder not so kept, 2 lbs. of explosive contained in ammunition of the 1st division of class 6, or an equivalent quantity of an explosive of the 7th (fire-work) class may be kept inside a dwelling-house, or in any building other than as last aforesaid, in a receptacle exclusively appropriated to keeping explosive.

Provided also that no explosive other than gunpowder or ammunition of the 2nd division of class 6 made with gunpowder shall be kept in a fire-proof safe.

8. All articles or substances of an explosive or highly inflammable nature shall be kept at a safe distance from the explosive and from any building, fire-proof safe, or receptacle containing the same.

9. Neither the building exclusively appropriated for the purpose of manufacturing or keeping the explosive nor the fire-proof safe or receptacle shall have any exposed iron or steel in the interior thereof

10. All explosive exceeding 5 lbs. in amount of the 1st division of the 6th (ammunition) class or of the 2nd division of the 7th (fire-work) class, and all other explosive exceeding 1 lb. in amount shall be kept in a substantial case, bag, canister, or other receptacle made and closed so as to prevent the explosive from escaping, and if publicly exposed for sale or sold, the outermost receptacle containing such explosive shall have affixed the name of the explosive in conspicuous characters by means of a brand or securely attached label or other mark.

11. Each description of explosive, which may be kept under this license, shall be separated by an intervening partition of such sub-

stance and character, or by such intervening space as will effectually prevent explosion or fire in the one communicating with the other.

*12. The license-holder shall affix to his shop or place of business a signboard as required by rule 11 of the rules framed under the Indian Arms Act, 1878, and shall post up in his shop a copy of section 28 of that Act.

*13. The license-holder shall at the time of purchase endorse upon the license of every purchaser holding a license under Form VIII. or IX. of the forms prescribed under the Indian Arms Act, 1878, the following particulars :—

(*a*) the name and address of the person who takes delivery of the articles sold ;
(*b*) the nature and amount of the articles sold ;
(*c*) the date of sale ;

and shall append his signature to the endorsement.

FORM B.

(*See Rule* 8.)

FEE TEN RUPEES IN STAMPS.

License to sell and possess gunpowder or explosive of the 1st division of the 6th (Ammunition) class or of the 7th (Firework) class.

Name, &c., of license-holder, and place of residence.	Place of business, factory, or shop.	Description and quantity of explosive to be possessed and sold during the year.	Date on which license expires.
			The 31st of December 188 .

_____ *District*, } Seal. (Signature)
_____ 188 . } _____, of _____

Conditions.

1. This license is given subject to the provisions of 'The Indian Explosives Act, 1884,' and the rules framed thereunder.

2. The license-holder shall keep records and accounts of all explosive in stock and of all sales, in such form as the Local Government may from time to time direct.

3. The license-holder shall exhibit his stock and his books and

* These conditions are to be added only when the authority granting this license directs, by an order written thereon, that this license shall have the effect of a like license granted under the Indian Arms Act, 1878.

records of sales to any Magistrate or to any Police officer not below the rank of Inspector, when such officer may call upon him so to do.

4. All sales of explosive under this license must be effected upon the premises shown on the face of the license.

5. An explosive shall not be sold to any child apparently under the age of 13 years.

6. The explosive shall be kept in a substantially constructed building exclusively appropriated for the purpose and detached from a dwelling-house, or in a fire-proof safe outside a dwelling-house and detached therefrom and at a safe distance from any highway, street, public thoroughfare, or public place, made and closed so as to prevent unauthorized persons having access thereto, and to secure it from danger from without.

Provided that 50 lbs. of gunpowder or, in lieu of each pound of gunpowder not so kept, 2 lbs. of explosive contained in ammunition of the 1st division of class 6, or an equivalent quantity of explosive of the 7th (fire-works) class, may be kept inside a dwelling-house, or in any building other than as last aforesaid, in a receptacle exclusively appropriated to keeping explosive.

Provided also that no explosive other than gunpowder or ammunition of the 2nd division of the 6th class made with gunpowder shall be kept in a fire-proof safe.

7. All articles or substances of an explosive or highly inflammable nature shall be kept at a safe distance from the explosive and from any building, fire proof safe, or receptacle containing the same.

8. Neither the building exclusively appropriated for the purpose of keeping the explosive nor the fire-proof safe or receptacle referred to above shall have any exposed iron or steel in the interior thereof.

9. All explosive exceeding 5 lbs. in amount of the 1st division of the 6th (ammunition) class or of the 2nd division of the 7th (firework) class, and all other explosive exceeding 1 lb. in amount, shall be kept in a substantial case, bag, canister, or other receptacle made and closed so as to prevent the explosive from escaping, and when publicly exposed for sale or sold, the outermost receptacle containing such explosive shall have affixed the name of the explosive in conspicuous characters by means of a brand or securely attached label or other mark.

10. Each description of explosive which may be kept under this license shall be separated by an intervening partition of such substance and character, or by such intervening space as will effectually prevent explosion or fire in the one communicating with the other.

*11. The license-holder shall affix to his shop or place of business a signboard as required by Rule 11 of the rules framed under the Indian Arms Act, 1878, and shall post up in his shop a copy of section 28 of that Act.

*12. The licence-holder shall at the time of purchase endorse upon the license of every purchaser holding a licence under form VIII. or

* These conditions are to be added only when the authority granting this license directs, by an order written thereon, that this license shall have the effect to a like license granted under the Indian Arms Act, 1878.

IX. of the forms prescribed under the Indian Arms Act, 1878, the following particulars :—

(*a*) the name and address of the person who takes delivery of the article sold ;

(*b*) the nature and amount of the articles sold ;

(*c*) the date of sale ;

and shall append his signature to the endorsement.

FORM C.

(*See Rule* 8.)

FEE EIGHT ANNAS IN STAMPS.

License to possess gunpowder or an explosive of the First division of the 6th (Ammunition) class or of the 7th (Fire-work) class.

Name, &c., of License-holder, and place of residence.	Description and quantity of explosive to be possessed during the year.	Place with full details where explosive is to be possessed.	Date on which license expires.
			The 31st of December, 188 .

_____ *District*, } (Seal.) (Signature).
_____ 188 ; } _____ of _____

Conditions.

1. This license is given subject to the provisions of 'The Indian Explosives Act, 1884,' and the rules framed thereunder.

2. The explosive shall be kept in a substantially constructed building exclusively appropriated for the purpose and detached from a dwelling-house, or in a fire-proof safe outside a dwelling-house and detached therefrom and at a safe distance from any highway, street, public thoroughfare, or public place, made and closed so as to prevent unauthorized persons having access thereto, and to secure it from danger from without.

Provided that 50 lbs. of gunpowder or in lieu of each pound of gunpowder not so kept 2 lbs. of explosive contained in ammunition of the 1st division of class 6, or an equivalent quantity of explosive of the 7th (fire-works) class may be kept inside a dwelling-house, or in any building other than as last aforesaid, in a receptacle exclusively appropriated to keeping explosive.

Provided also that no explosive other than gunpowder or ammunition of the 2nd division of class 6 made with gunpowder shall be kept in a fire-proof safe.

3. All articles or substances of an explosive or highly inflammable nature shall be kept at a safe distance from the explosive and from any building, fire-proof safe, or receptacle containing the same.

4. Neither the building exclusively appropriated for the purpose

of keeping the explosive nor the fire-proof safe or receptacle referred to above shall have any exposed iron or steel in the interior thereof.

5. All explosive exceeding 5 lbs. in amount of the 1st division of the 6th (ammunition) class or of the 2nd division of the 7th (fire-work) class, and all other explosive exceeding 1lb. in amount shall be kept in a substantial case, bag, canister, or other receptacle made and closed so as to prevent the explosive from escaping.

6. Each description of explosive which may be kept under this license shall be separated by an intervening partition of such substance and character, or by such intervening space, as will effectually prevent explosion or fire in the one communicating with the other.

7. The license-holder shall at the time of purchase have the following particulars endorsed upon his license by the vendor from whom he purchases and under the vendor's signature :—

(*a*) the name and address of the person who takes delivery of the articles purchased ;
(*b*) the nature and amount of the articles purchased ;
(*c*) the date of purchase.

FORM D.

(*See Rule* 14.)

FEE FIVE RUPEES IN STAMPS.

License to possess explosives.

Name, &c., of license-holder and place of residence.	Place of business or shop.	Description of explosive.	Date on which license expires.

(Signature)

_____ *District*, }
_____ 188 . } _____ of _____

Conditions.

1. This license is given subject to the provisions of 'The Indian Explosives Act, 1884,' and the rules framed thereunder.

2. The explosive shall be kept in a substantially constructed building exclusively appropriated for the purpose and detached from a dwelling-house, and at a safe distance from any highway, street, public thoroughfare, or public place, made and closed so as to prevent unauthorized persons having access thereto, and to secure it from danger from without.

Provided that a quantity not exceeding 15 lbs. of such explosive may

be kept inside any building other than as last aforesaid, in a receptacle exclusively appropriated to keeping explosive.

3. All articles or substances of an explosive or highly inflammable nature shall be kept at a safe distance from the explosive and from any building or receptacle containing the same.

4. Neither the building exclusively appropriated for the purpose of keeping the explosive nor the receptacle shall have any exposed iron or steel in the interior thereof.

5. All such explosive exceeding 1lb. in amount shall be kept in a substantial case, bag, canister, or other respectable made and closed so as to prevent the explosive from escaping.

6. Each description of explosive, each of which may be lawfully kept under this license, shall be separated by an intervening partition of such substance and character, or by such intervening space, as will effectually prevent explosion or fire in the one communicating with the other.

7. The license-holder shall at the time of purchase have the following particulars endorsed upon his license by the vendor from whom he purchases and under the vendor's signature :—

(*a*) the name and address of the person who takes delivery of the articles purchased :

(*b*) the nature and amount of the articles purchased ;

(*c*) the date of purchase.

FORM E.

(*See Rule* 17.)

FEE TWENTY RUPEES IN STAMPS.

License to possess explosives.

Names of license-holder and residence.	Boundaries of the land forming the site of the magazine to which the license applies.	Situation, character, and constructionof the buildings and works connected with the magazine.	Description of explosive to be possessed.	Amount of explosive to be possessed at the same time in the magazine and within the boundaries of the site thereof	Date on which license expires.

(Signature)

_____ *District,*

_____ 188 .

_____ of _____

Conditions.

1. This license is given subject to the provisions of 'The Indian Explosions Act, 1884,' and the rules framed thereunder.

2. There shall not be at the same time in the magazine an amount of explosive exceeding the amount specified in the license.

3. The magazine shall be used only for the keeping of the explosive or explosives specified in the license, and of receptacles for, or tools, or implements for, work connected with the keeping of such explosive or explosives.

4. The interior of the magazine and the benches, shelves, and fittings therein, shall be so constructed or so lined or covered as to prevent the exposure of any iron or steel, and the detaching of any grit, iron, steel, or similar substances in such manner as to come into contact with the explosive, and such interior, benches, shelves, and fittings shall, so far as is reasonably practicable, be kept free from grit and otherwise clean; and in the case of any explosive being possessed which is liable to be dangerously affected by water, due precautions shall be taken to exclude water therefrom.

5. The magazine shall have attached thereto a sufficient lightning conductor.

6. Before repairs are done to or in any part of a room or magazine, it shall, as far as is practicable, be cleaned by the removal of all explosive or mixed ingredients thereof, and the thorough washing-out of such room or part; and after such cleaning, these conditions shall cease to apply to explosive until such room or part of the magazine is again taken into it.

7. Except after such cleaning, all tools and implements used in or in any repairs to any part of the magazine shall be made only of wood, copper, or brass, or some soft metal or material, or shall be covered with some safe and suitable material.

8. Due provision shall be made by the use of suitable working clothes without pockets, suitable shoes, searching and otherwise, or by some such means for preventing the introduction into the magazine of fire, lucifer matches, or any substance or article likely to cause explosion or fire or any iron, steel, or grit; but this rule shall not prevent the introduction of an artificial light of such construction, position, or character as to cause any danger of fire or explosion.

9. No person shall smoke in any part of the magazine.

10. Any person under the age of 16 years shall not be employed in or enter the magazine except in the presence and under the supervision of some grown up person.

11. Two or more descriptions of explosive which may lawfully be possessed in a licensed magazine may be possessed in the same magazine, provided they are separated from each other by an intervening partition of such substance and character or by such intervening space as will effectually prevent explosion or fire in the one communicating with the other, subject to the following qualifications:—

(*a*) The various explosives of classes 1 (gunpowder), 2 (nitrate-mixture), 3 (nitro-compound), and 4 (cholerate-mixture), safety fuze belonging to the 1st division of class 6 (ammu-

nition) and such of the various explosives of the 2nd division of class 6 (ammunition) as do not contain any exposed iron or steel, may be kept with each other without any intervening partition or space.

(*b*) The various explosives of the 1st division of class 6 (ammunition) may be kept with each other without any intervening partition or space.

(*c*) Such of the various explosives of the 2nd division of class 6 (ammunition) as contain exposed iron or steel may be kept with each other without any intervening partition or space.

(*d*) The various explosives of the 3rd division of class 6 (ammunition) may be kept with each other without any intervening partition or space.

(*e*) The various explosives of class 7 (fire-work) may be kept with each other without any intervening partition or space.

Except as aforesaid, two or more descriptions of explosives may not be kept in the same magazine.

12. The license and every person employed in or about the magazine shall take all due precaution for the prevention of accidents by fire or explosion in the same, and for preventing unauthorised persons having access to the magazine or to the explosive therein, and shall abstain from any act whatever which tends to cause fire or explosion, and is not reasonably necessary for the purpose of the work in such magazine.

FORM F.

(*See Rule* 23.)

FEE FIVE RUPEES IN STAMPS.

License to sell explosives.

Name, &c., of license-holder, and place of residence.	Place of business or shop.	Description of explosive to be sold.	Date on which license expires.

_____ *District*,
_____ 188 .

(Signature)
_____ of _____

Conditions.

1. The license is given subject to the provisions of 'The Indian Explosives Act, 1884,' and the rules framed thereunder.

2. The license-holder shall keep records and accounts of all explosive in stock and of all sales, is such form as Local Government may from time to time direct.

3. Explosive shall not be sold to any child apparently under the age of 13 years.

4. All explosive exceeding 1 lb. in weight, when publicly exposed

for sale or sold, shall be in a substantial case, bag, canister, or other receptacle made and closed so as to prevent the explosive from escaping, and the outermost receptacle containing such explosive shall have affixed the name of the explosive, with the word 'Explosive' added thereto, in conspicuous characters by means of a brand or securely attached label or other mark.

FORM G.

(*See Rule* 38 *and* 40.)

FEE TEN RUPEES IN STAMPS.

License to import explosives into the Port of _____

Name, &c., and address of license-holder.	Number of packages.	Explosive. Description.	Weight.	Number.	Purpose for which required.	Destination.	Period for which the license is valid.
							From the _____th of _____to the _____th of _____ 188 .

The _____ of _____
_____
188 .

Seal.

(Signature)
_____ of _____

Conditions.

1. This license is given subject to the provisions of 'The Indian Explosives Act, 1884,' and the rules framed thereunder.

2. This license becomes void after expiry of the period named thereon.

3. This license is valid for importation only; if the articles named therein are to be transported to any place outside the Presidency Town, they must be protected by a transport license.

4. On the outside of each package there shall be affixed in conspicuous characters, by means of a brand or securely attached label

or mark, the word 'Explosive' followed by the name of the explosive or other description of the contents, and the name and address of the owners or senders.

"No. 1437.—Under section 18, sub-section (2), of the Indian Explosives Act, 1884, the Governor General in Council is pleased to prescribe that drafts of proposed rules under the Act shall be published,—

(*a*) when the authority making the rules is a Local Government, in three consecutive issues of the local official Gazette in English and in such other language or languages as the Local Government may direct; and

(*b*) when the authority making the rules is the Governor General in Council, in three consecutive issues of the *Gazette of India* in English, and in three consecutive issues of the local official Gazette (if any) of every Local Government in British India in English and in such other language or languages as the Local Government may direct.

"No. 1438.—In accordance with the provisions of section 18, sub-section (1), of the Indian Explosives Act, No. IV of 1884, and with the directions contained in Home Department Notification No. 1437 of this date, the Governor General in Council is pleased to publish for general information the following draft of rules for the transport and importation of explosives which His Excellency in Council proposes to make under the Act.

The draft will be taken into consideration on the expiry of three months from the date of this notification.

DRAFT RULES UNDER THE EXPLOSIVES ACT, 1884.

PRELIMINARY.

1. For the purposes of these rules, explosives shall be classified as follows, namely:—

Class 1	...	...	...	Gunpowder.
Class 2	...	...	...	Nitrate-mixture.
Class 3	...	...	...	Nitro-compound.
Class 4	...	...	...	Chlorate-mixture.
Class 5	...	...	...	Fulminate.
Class 6	...	...	...	Ammunition.
Class 7	...	...	...	Fire-work.

And when an explosive falls within the description of more than one class, it shall be deemed to belong exclusively to the latest of the classes within the description of which it falls.

CLASS 1.—*Gunpowder Class.*

The term 'gunpowder' means exclusively gunpowder ordinarily so called.

CLASS 2.—*Nitrate-mixture Class.*

The term 'nitrate-mixture' means any preparation, other than gun-

powder ordinarily so called, formed by the mechanical mixture of a nitrate with any form of carbon or with any carbonaceous substance not possessed of explosive properties, whether sulphur be or be not added to such preparation and whether such preparation be or be not mechanically mixed with any other non-explosive substance.

The nitrate-mixture class comprises such explosives as—

Pyrolithe,
Pudrolithe,
Poudre saxifragine,

and any preparation coming within the above definition.

CLASS 3.—*Nitro-compound Class.*

The term 'nitro-compound' means any chemical compound possessed of explosive properties, or capable of combining with metals to form an explosive compound, which is produced by the chemical action of nitric acid (whether mixed or not with sulphuric acid) or of a nitrate mixed or not with sulphuric acid upon any carbonaceous substance, whether such compound is mechanically mixed with other substances or not.

The nitro-compound class has two divisions.

Division 1 comprises such explosives as—

Nitro-glycerine,
Dynamite,
Lithofracteur,
Dualine,
Glyoxiline,
Methylic nitrate,

and any chemical compound or mechanically mixed preparation which consists either wholly or partly of nitro-glycerine or of some other liquid nitro compound.

Division 2 comprises such explosives as—

Gun-cotton, ordinarily so called,
Gun-paper,
Xyloidine,
Gun sawdust,
Nitrated gun-cotton,
Cotton gunpowder,
Schultz's powder,
Nitro-mannite,
Picrates,
Picric powder,

and any nitro-compound as before defined, which is not comprised in the first division.

CLASS 4.—*Chlorate-mixture Class.*

The term chlorate-mixture' means any explosive containing a chlorate.

The chlorate-mixture class has two divisions.

Division 1 comprises such explosives as—

Horsley's blasting powder,
Brain's blasting powder,

and any chlorate preparation which consists partly of nitro-glycerine or of some other liquid nitro-compound.

Division 2 comprises such explosives as—

Horsley's original blasting powder,
Erhardt's powder,
Reverley's powder,
Hochstadter's blasting charges,
Reichen's blasting charges,
Teutonite,
Chlorated gun-cotton,

and any chlorate-mixture as before defined, which is not comprised in the first division.

CLASS 5.—*Fluminate Class.*

The term 'fulminate' means any chemical compound or mechanical mixture, whether included in the foregoing classes or not, which, from its great susceptibility to detonation, is suitable for employment in percussion caps or any other appliances for developing detonation, or which from its extreme sensibility to explosion, and from its great instability (that is to say, readiness to undergo decomposition from very slight exciting causes), is especially dangerous.

This class consists of two divisions.

Division 1 comprises such compounds as the fulminates of silver and of mercury, and preparations of these subtances, such as are used in percussion caps, and any preparation consisting of a mixture of a chlorate with phosphorus, or certain descriptions of phosphorus compounds, with or without the addition of carbonaceous matter, and any preparation consisting of a mixture of a chlorate with sulphur, or what a sulphurate, with or without carbonaceous matter.

Division 2 comprises such substances as the chlorade and the iodide of nitrogen, fulminating gold and silver, diazobenzol, and the nitirate of diazobenzol.

CLASS 6.—*Ammunition Class.*

The term 'ammunition' means an explosive of any of the foregoing classes when enclose in any case or contrivance, or otherwise adapted or prepared so as to form a cartridge or charge for small arms, cannon, or any other weapon, or for blasting, or to form any safety or other fuze for blasting or for shells, or to form any tube for firing explosives, or to form a percussion cap, a detonator, a fog signal, a shell, a torpedo, a war rocket, or other contrivance other than a firework.

The term 'percussion cap' does not include a detonator.

The term 'detonator' means a capsule or case which is of such strength and construction, and contains in explosive of the fulminate-explosion class in such quantity that the explosion of one capsule or case will communicate the explosion to other like capsule or cases.

The term 'safety fuze' means a fuze for blasting which burns and does not explode, and which does not contain its own means of ignition, and which is of such strength and construction and contains an explosive in such quantity that the burning of such fuze will not communicate laterally with other like fuzes.

The expression 'safety cartridges' means cartridges for small arms

of which the case can be extracted from the small arm after firing, and which are so closed as to prevent any explosion in one cartridge being communicated to other cartridges.

The ammunition class has three divisions.

Division 1 comprises exclusively—

Safety cartridges.
Safety fuzes for blasting.
Railway fog signals.
Percussion caps.

Division 2 comprises any ammunition as before defined which does not contain its own means of ignition and is not included in Division 1, such as—

Cartridges for small arms, which are not safety cartridges,
Cartridges and charges for cannon, shells, mines, blasting, or other like purposes,
Shells and torpedoes containing any explosive,
Fuzes for blasting, which are not safety fuzes,
Fuzes for shells,
Tubes for firing explosives,
War rockets,

which do not contain their own means of ignition.

Division 3 comprises any ammunition as before defined which contains its own means of ignition and is not included in division 1, such as—

Detonators,
Cartridges for small arms, which are not safety cartridges,
Fuzes for blasting, which are not safety fuzes,
Fuzes for shells,
Tubes for firing explosives,

which do contain their own means of ignition.

By ammunition containing its own means of ignition is meant ammunition having an arrangement, whether attached to it or forming part of it, which is adapted to explode or fire the same by friction or percussion.

Class 7.—*Firework Class.*

The term 'firework' comprises firework composition and manufactured fireworks.

Division 1.—The term 'firework composition' means any chemical compound or mechanically mixed preparation of an explosive or inflammable nature which is used for the purpose of making manufactured fireworks, and is not included in the former classes of explosives, and also any coloured fire composition.

Division 2.—The term 'manufactured firework' means any explosive of the foregoing classes and any firework composition, when such explosive or composition is enclosed in any case or contrivance, or is otherwise manufactured so as to form a squib, cracker, serpent, rocket (other than a war-rocket), maroon, star, lance, wheel, Chinese fire, Roman candle, or other article adapted for the production of pyrotechnic effects or pyrotechnic signals.

TRANSPORT.

(*a*) *Packing.*

2. The following general rules shall be observed with respect to the packing of explosives for conveyance :—

I.—An explosive, not being an explosive of the 5th (fulminate) class or of the 2nd and 3rd divisions of the 6th (ammunition) class or of the 1st division of the 7th (firework) class, shall, if not exceeding 5 lbs. in quantity, be contained in a substantial case, bag, canister, or other receptacle made and close so as to prevent the explosive from escaping.

II.—In every other case, the explosive shall be contained in a double package. The inner package shall be a substantial case, bag, canister, or other receptacle, made and closed so as to prevent the explosive from escaping, and the outer package shall be a box, barrel, or case of wood or metal or other solid material, and shall be of such strength, construction, and character that will not be broken or accidentally opened, or become defective or insecure whilst being conveyed, and will not allow the explosive to escape. Provided as follows :—

(*a*) If the explosive is explosive of the 1st or gunpowder class or is explosive of the 2nd (nitrate-mixture) class or is gun-cotton or other explosive of the 2nd division of the 3rd (nitro-compound) class the quantity of explosive in any one outer package shall not, in the case of explosive of the first two classes, exceed 100 lbs., and in the case of the last, 50 lbs.; and if the explosive be gun-cotton, it shall be carried thoroughly saturated with water.

(*b*) If the explosive belongs to the 1st division of the 3rd (nitro compound) class or to the 4th (chlorate-mixture) class, the inner package shall be without any metal in its construction, and the inner or outer package or both shall be thoroughly waterproof. No one of the inner packages shall contain more than 10 lbs., and the aggregate quantity of the explosive in any on outer package shall not exceed 50 lbs.

(*c*) If the explosive belongs to the 5th (fulminate) class, it shall be packed in such manner as the Governor General in Council may specially direct.

(*d*) If the explosive belongs to the 1st division of the 6th (ammunition) class or is any explosive of the 2nd division an outer package shall not be required, but it may be contained in quantity not exceeding 100 lbs. in a single package, which shall be a box, barrel or case not less, than three fourths of an inch in thickness, of such strength, construction, and character as will not be broken or accidentally opened or become defective or insecure whilst being conveyed, and will not allow the explosive to escape.

(*e*) If the explosive belongs to the 3rd division of the 6th (ammunition class, it shall be packed in a double package. The inner package shall not contain more than 2 lbs. of

such explosive, and no more than 50 lbs, shall be contained in the outer package.

(*f*) If the explosive belongs to the 1st division of the 7th (fire-work) class, it shall be contained in a double package. The inner package shall be a substantial canister, case, or other receptacle hermetically closed, and containing no more than 1 lb. of explosive, and no more than 20 lbs. shall be contained in the outer package ; and

(*g*) If the explosive belongs to the 2nd division of the 7th (fire-work) class, it shall be contained in a box, barrel, or case of wood, metal, or other solid material, and of such strength, construction, and character that it will not be broken or accidentally opened, or become defective or insecure whilst being conveyed, and will not allow any explosive to escape, and the quantity of explosive in any one package shall not exceed 100 lbs.

III.—Whatever be the amount of the explosive, and to whatever class or division of a class it belong, the following conditions shall be observed :—

(*a*) The interior of every package whether single or double, shall be kept free from grit and otherwise clean ;

(*b*) every package, whether in gleor double, when actually used for the packing of explosive, shall not be used for the packing, of any other explosive of the same or any other class or for any other purpose ;

(*c*) there shall not be any iron or steel in the construction of any such single package or inner or outer package unless the same is effectually covered with tin, zinc, or other suitable material ;

(*d*) on the outermost package there shall be affixed, in conspicous characters by means of a brand or securely attached label or mark, the word 'Explosive', followed by the name of the explosive or other description of the contents, and the name and address of the owners or sender ; and

(*e*) the amount of explosive in any single package, or, if there is a double package, in any one outer package, shall not exceed the amount specified in the foregoing rules, except with the consent of, and under conditions to be approved by, an officer appointed by the Local Government in this behalf.

3. If any person commits a breach of any of the foregoing rules relating to the packing of explosive for conveyance, he shall be punished with fine which may extend to Rs. 1,000.

(b) Mode of Convenience.

4. The following general rules shall be observed with respect to the conveyance of explosives :—

I.—No explosive shall be conveyed from place to place unless packaged in the manner provided for in the foregoing rules.

II.—There shall not be conveyed in any carriage or vessed, which is being used for the conveyance of an explosive, any explosive, of a different class and division, of whatsoever nature, which

contains its own means of ignition, unless it be sufficiently separated therefrom to prevent any fire or explosion which may take place in one such explosive being communicated to another.

III.—No explosive shall be loaded or unloaded except between sunrise and sunset.

IV.—Whilst the explosive is being loaded on, or unloaded out of any carriage or vessel, no fire or artificial light, nor any article which is liable to cause or communicate fire or explosion (such as charcoal, lucifer matches, articles for striking a light, petroleum to which the Petroleum Act or any Act repealing or amending the same applies, or any spirit or oil or substance that gives forth an inflammable vapour at a temperature below 100° Fahrenheit) shall be or shall be allowed to be, brought, had, or used dangerously near to such carriage, ship, or boat and no smoking shall be allowed in, on, or dangerously near to, the same: provided that when the use of a ligh for the purpose of such loading or unloading is unavoidable, a lamp of such construction, position, or character as not to cause any danger from fire or explosion may be used; and no person while handling any explosive (except gunpowder, explosive of division 1, class 6, or explosive of class 7, if packed in accordance with the packing rules) shall wear boots or shoes with iron or steel nails, heels, or tips.

V.—The loading or unloading any explosive the casks and packages containing the same shall be passed from hand to hand and not rolled upon the ground; they shall not be thrown or dropped down, but shall be carefully deposited and stowed.

VI.—The explosive shall not be conveyed except in the interior of a carriage so enclosed on all side with wood or metal, or in the hold of a ship or boat having a close deck, so closed as effectually to protect the explosive against accident by fire from without. If the explosive cannot be so secured, it shall be completely covered with painted cloth, tarpaulin, or other suitable material so as to effectually protect it against communication of fire.

VII.—There shall not be any iron or steel in the interior of the portion of the carriage or vessel with which the case containing the explosive is in contact, unless the same be effectually covered with leather, wood, cloth or other suitable material.

VIII.—In the stowing of explosive, due precautions shall be taken by means of a partition or otherwise, and by careful stowing to secure such explosive from being brought into contact with, or endangered by, any other article, or substance conveyed in such carriage or vessel which is liable to cause fire or explosion; and if the explosive is dangerously affected by water, due precautions shall be taken to exclude water from coming into contact with such explosive.

IX.—The amount of explosive conveyed in any one carriage or vessel at any one time shall not exceed 2,000 lbs., unless the carriage be so enclosed on all sides with wood or metal, or the vessel have a close deck so closed as effectually to protect the explosive

against accident by fire from without, in which case the amount of explosive conveyed shall not exceed the following :—

In any one carriage on a railway	10 tons.
In any one other carriage	2 „
In any one vessel	20 „

NOTE.—This rule must in the case of dynamite conveyed by railway be read subject to paragraph XII of rule 6.

X.—Nothing in the foregoing rules (except rule 1) shall apply to any explosive of the 1st division of the 6th (ammunition) class, provided all due precautions are taken for the prevention of accidents.

5. The following rules shall be observed with respect to the conveyance of explosives otherwise than by public railway :—

I.—No explosive shall be conveyed in a carriage, or boat whilst carrying or plying for public passengers, unless the quantity be less than 5 lbs., and notice has been given beforehand to the person in charge of such carriage or boat: provided that there shall not be conveyed in any such carriage or boat any explosive of the 5th (fulminate) class or any explosive of the 3rd division of the 6th (ammunition) class, or of the 1st division of the 3rd (nitro-compound) class.

II.—With respect to the conveyance by carriage or vessel of explosive of the 5th (fulminate) class, or of the 3rd division of the 6th (ammunition) class, or of the 1st division of the 7 (fire-work) class, or of larger quantities than 5 lbs. of any other explosive, the following regulations shall be observed :—

(1) The person in charge of the carriage or vessel shall not drive or conduct the same in a dangerous or reckless manner, and shall take all due precautions to avoid fire and explosion, and no person shall do any act or thing in relation to the explosive which tends to cause fire or explosion, and is not reasonable necessary for the conveyance of the explosive or for work immediately connected with such conveyance ; and a person who is intoxicated shall not have charge of any carriage or vessel conveying explosive and shall not be permitted to be in, or on, or attending the same.

(2) A person shall not forward to any warehouse-man or carrier a consignment of explosive, unless he has given notice to such warehouse-man or carrier beforehand, stating the name and quantity of the explosive proposed to be conveyed, and the name and address of the proposed consignee, and had an intimation that the warehouse-man or carrier is prepared to receive the consignment ; and a warehouse-man or carrier shall not make such an intimation, nor receive such consignment, unless he is prepared to receive it, and forthwith to despatch the same or to deposit it in a magazine or at a place at which a person is licensed to possess the same.

(3) The carriage or vessel conveying the explosive shall be in charge of, and constantly attended by, some competent person, or by a sufficient number of competent persons, and such persons shall not, if the amount of explosive

conveyed exceed 100 lbs., stop or delay for a longer time than may be reasonably necessary, or stop unnecessarily at any place where such stopping would be attended with special public danger.

6. The following rules shall be observed with respect to the conveyance of explosive by public railway.

I.—No person shall send for carriage upon any railway any consignment of an explosive, unless he has given to a Railway servant 48 hours' previous notice in writing of his intention to send such consignment, and stating the true name, description, quantity, and mode of packing of the explosive proposed to be conveyed and his own name and address, and also the name and address of the proposed consignee, and unless he has had an intimation in writing from an authorised officer of the Railway that such consignment will be received.

II.—No explosive which a Railway Administration shall, by any notice or regulation for the time being in force, notify that they will not receive, shall be brought, sent, or forwarded to, or upon, any Railway of the said Railway Administration.

III.—Consignments of explosives shall be sent to the forwarding station, and shall be received by the Railway servants, only at such times, between sunrise and sunset, as the Railway Administration may appoint; and every package containing any explosive proposed to be conveyed on any Railway shall, immediately on arrival at the station, be delivered to, and be received by, the Railway servants authorised to receive dangerous goods, and by no other person whatsoever.

IV.—An explosive must be removed by the consignee from the receiving station during the twelve hours of daylight after arrrival; if this condition is not strictly complied with, the Railway Administration may return the consignment to the consignor at his risk and expense. And such packages shall in the meanwhile be kept as far away from the station buildings as possible, in the waggon they were conveyed in, or, if unloaded, shall be completely covered with tarpaulins or other suitable material, and, if necessary, shall be protected by a police guard.

V.—The Railway Administration may refuse to receive any packages which they suspect to contain any explosive packed or sent in contravention of these regulations. And in case any package, which the Railway Administration suspect, shall be upon any Railway, they may open, or require to be opened, any such package, to ascertain the fact, at the risk and expense of the consignor, and may return the explosive contained in the package to the consignor at his risk and expense, keeping the packages pending such return in the manner prescribed in the preceding rule.

VI.—No explosive shall be conveyed by passenger train except of the kinds and in the manner hereinafter specified in this rule:—

(*a*) Safety cartridges and percussion caps and safety-fuze (for blasting), also fog-signals for railway use, may be conveyed by passenger train, in ordinary wagons or carriages.

(*b*) Sporting gunpowder or non-safety cartridges packed in double cases as before provided, so long as the gunpowder

is contained in one pound tin canisters packed in a stout wooden case with an outer covering of tin or zinc completely spark-proof, or in metal-lined cases of a pattern approved by the Railway Administration. But no outer case shall contain more than 25 lbs. of gunpowder, and the total consignment of gunpowder or non-safety cartridges by one train shall not exceed 80 lbs.

VII.—Not more than five carriages containing explosives shall be loaded or unloaded at any Railway station, or be conveyed by any one train at any one time ; and the quantity of explosive to be contained in any one carriage shall not exceed two-thirds of the normal load, unless the carriage shall be specially built and approved of by the Government of India for the conveyance of explosives. But nothing in this clause shall be held to apply to separate consignments of small-arms ammunition.

VIII.—There shall not be conveyed in the same carriage with any explosive any lucifer or other matches, fuzees, pipelights, acids, naphtha, paraffine, petroleum to which the Petroleum Act or any Act repealing or amending the same applies, or any other volatile spirit or substance liable to give off an inflammable vapour, or liable to spontaneous ignition, or to cause or communicate fire or explosion.

IV.—The consignor shall attach to the consignment note a certificate signed by an officer authorised by the Government in this behalf that the explosive, if it is gun-cotton, dynamite, or blasting gelatine, is of the standard purity, and has undergone no deterioration since its manufacture ; and further in the case of dynamite, that the cartridges have been examined and show no signs of exuded nitro-glycerine. The consignor shall also certify that the cartridges have been packed in this country in accordance with the packing rules.

X.—In the case of dynamite the outer package shall be marked with the date on which the dynamite was packed, and be secured with a leaden seal in token of the inspection having been made.

XI. - The certificate referred to in rule IX shall be valid for six months after date, if the examination has been made after the 15th October ; but it shall not be compulsory for any Railway Administration to receive dynamite for conveyance from 1st April to 15th October (both inclusive).

XII.—Packages containing dynamite shall be stowed in one layer only, and secured so as to prevent movement during transit. The gross load in any one wagon shall not exceed 3 tons.

XIII.—No explosive belonging to the 5th (fulminate) class or to class VI, division 3, shall be carried in the same train with dynamite, or with any other explosive belonging to class III, division 1.

XIV.—Wagons used for the carriage of explosives shall be examined to see that they are spark-proof, and have been cleaned out before they are loaded. Hair-cloth, hides or other suitable material shall be spread on the floor of the wagon and between each layer of packages except when the packages are covered with gunny or felt, or contain small-arms ammunition, packed in tin-lined service-pattern boxes.

XV.—Wagons containing explosives shall be loaded and unloaded on sidings distant as far as possible from the station buildings.

XVI.—More than three layers of packages containing explosive

shall never be packed one above another, except in the case of small arms ammunition packed in tin-lined service-pattern boxes, when such a restriction is unnecessary. The loading and unloading of explosives when once begun shall be diligently proceeded with during daylight until the same is completed.

XVII.—When the train is being marshalled, wagons loaded with explosives may be shunted by a locomotive, provided that they are separated from the engine by not less than three wagons containing no explosive nor easily inflammable substance; this precaution is not necessary with wagons specially constructed and approved of by Government for the carriage of explosive. The speed of these movements will be restricted to 5 miles an hour; they will be superintended by a duly authorised officer, who will be held responsible for the observance of these orders. Flying shunts are strictly prohibited.

XVIII.—Wagons containing explosives shall be placed at the end of the train away from the locomotive, and shall be close coupled to one another, as well as to the adjoining wagons, and must be preceded and followed by three wagons not loaded with explosive or other traffic of an inflammable nature.

XIX.—If the wagons employed in the transport of explosive, as well as those immediately adjoining them, are provided with brakes, they shall on no account be worked.

XX.—Wagons must in every case be locked when loaded with explosives.

XXI.—All operations connected with the transhipment of explosives at junction stations shall take place during daylight.

7. If any person commits a breach of any of the foregoing rules relating to the mode of conveyance of explosives, he shall be punished with a fine which may extend to Rs. 1,000.

IMPORTATION.

8. An explosive shall not be imported by sea into British India, except under, and in accordance with, the conditions of a license to import the explosives granted under these rules:

Provided that any explosive other than an explosive specified in rule 11 may, previous to the grant of an importation license, if certified to be of British manufacture, be landed in accordance with such regulations as the Local Government may prescribe in this behalf, and be stored in a place set apart by the Local Government for this purpose. The Governor General in Council may extend this privilege to any such explosive not of British manufacture regarding which he is satisfied that it has been manufactured under adequate official supervision.

Before any explosive is landed under the proviso to this rule, the consignee shall give to the Chief Customs Officer of the port such undertaking with or without security, as the said officer thinks sufficient, to obey, in the event of the explosive failing to satisfy the

prescribed tests, such directions as to its disposal as the Local Government may see fit to prescribe.

9. If any person imports an explosive in contravention of rule 8 he shall be punished with fine which may extend to three thousand rupees.

10. An explosive shall not be imported by sea except at the ports of Calcutta, Madras, Bombay, Rangoon, Calicut, Karachi, and Aden.

11. If the explosive is gunpowder or an explosive of the 1st division of the 6th (ammunition) class, or an explosive of the 7th (firework) class, the license to import the same may be granted at the ports of Calcutta, Madras, and Bombay, by the Commissioner of Police, and at the ports of Rangoon, Calicut, Karachi, and Aden by the District Magistrate.

12. The fee payable in respect of each such license shall be Rs. 10.

13. Licenses for the importation by sea of any explosive other than those specified in rule 11 shall be granted by the Local Government or by some officer specially authorised by the Local Government in this behalf.

14. No license for the importatiom of any explosive of the description referred to in rule 13 shall be granted unless samples of the explosive taken as hereinafter provided are certified by the Chemical Examiner, or some other Officer appointed by the Local Government in this behalf, to pass the test which may from time to time be prescribed for such explosive by the Government of India.

15. On the arrival in any port at which importation of explosives is lawful of a ship having on board an explosive other than an explosive of the description referred to in rule 11, such officer as the Chief Customs Officer authorises in this behalf shall, as soon as may be, proceed on board and obtained samples of the explosive.

The master of the ship shall give to the said officer, without charge, such samples as he may require. The said officer shall affix to each such sample the name of the ship and of the consignee and such other distinguising marks as he may think necessary, and shall forward the same to the Chemical Examiner or officer as aforesaid for report.

The Chemical Examiner or officer as aforesaid, after testing the said samples, shall without delay forward to the licensing authority, through the Chief Customs Officer, a report under his signature certifying whether the explosive has satisfied the prescribed test.

16. The period for which a license to import an explosive, granted under rule 13, shall continue in force shall not exceed such period as may seem necessary to the authority granting the license.

17. The fee payable on a license granted under rule 13 shall be Rs. 10.

18. Every license granted under rules 11 and 13 shall be in Form A in the schedule hereto annexed, and shall be subject to the conditions therein prescribed, and also to such additional conditions with respect to the time and place of unloading, landing, delivery, and

conveyance of the explosive, and such other conditions as may in each case be thought by the licensing officer to be necessary for the public safety or in the interests of the State.

19. If any person commits a breach of any condition subject to which a license under rules 11 and 13 is granted, he shall be punished with fine which may extent to three thousand rupees.

GENERAL.

20. Every license granted under these rules shall be liable to be forfeited on breach of any of the conditions subject to which it is granted.

21. If a person licensed to import an explosive dies or becomes bankrupt, or becomes mentally incapable or otherwise disabled, the person carrying on the business of such licensee shall not be liable to any penalty or forfeiture under the Act or the rules made thereunder for acting under the license during such reasonable time as may be necessary to allow him to make an application to the authority granting the license for a new license in his own name during the currency of the unexpired portion of the original license. Such new license shall be granted on the payment of one rupee.

22. The fees leviable under these rules shall be taken in the shape of 'impressed stamps.' Ordinarily the applications for licenses or renewals of licenses shall, if not otherwise provided, be written on 'impressed stamps' of value equal to the amount of fee leviable in respect of such licenses or renewals; the licenses themselves being issued on plain paper. But when the licenses themselves are written or printed on impressed stamps, the application may be on plain paper. When an application for a license is written on an impressed stamp, and the license is refused, the value of the stamp will on application be refunded to the applicant.

23. When a license granted in accordance with these rules is lost or accidentally destroyed, a duplicate may be granted to the license on payment of a fee of 8 annas.

24. Any person holding a license, or acting under a license, granted in accordance with these rules, shall be bound to produce the same, when called upon to do so by any Magistrate or by any police officer in charge of a police station, or by any police officer of higher rank.

25. All Magistrates or other authorities acting under these rules will perform their duties subject to the control of their executive superiors and of the Local Government.

26. Any authority empowered to grant a license under the foregoing rule may, if he thinks fit, direct by an order written on the license that it shall have the effect of a like license under the Indian Arms Act, 1878.

27. Any person lawfully entitled under the Indian Arms Act, 1878, or the rules made thereunder, to possess any explosive coming under the head of ammunition as defined in that Act may possess, or import without license under these rules any such explosive in reasonable quantities for his own private use: but when an explosive is so imported, the Collector of Customs or any other officer empowered by the Local Government in this behalf by name or by virtue of

his office may at any time detain such explosive until he receives the orders of the Local Government thereon.

FORM A.

(*See Rule* 11, 13 *and* 18.)

FEE TEN RUPEES IN STAMPS.

License to import Explosives into the Port of _____

Name, &c., and address of license-holder.	Number of packages.	Explosive.			Purpose for which required.	Destination.	Period for which the license is valid.
		Description.	Weight.	Number.			
							From the _____th of _____to the _____th of _____ 188 .

The _____of _____

188

Seal.

(Signature)

_____of _____

Conditions.

1. This license is given subject to the provisions of 'The Indian Explosives Act, 1884,' and the rules framed thereunder.
2. This license becomes void after expiry of the period named thereon.
3. This license is valid for importation only; if the articles named herein are to be transported to any place outside the Presidency Town, they must be protected by a transport license.
4. On the outside of each package there shall be affixed in conspicuous characters by means of a brand or securely attached lable or mark the word 'Explosive' followed by the name of the explosive or other description of the contents, and the name and address of the owners or senders.

A. MACKENZIE,
Secretary to the Government of India."

By order of His Excellency the Right Honourable
the Governor in Council.
J. NUGENT,
Secretary to Government.

BOMBAY CHAMBER of COMMERCE, 13*th October*, 1885.

The UNDER-SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. 7319 of 9th ultimo, handing copy of a Resolution of the Government of India, Home Department, No. $\frac{38}{1121\text{-}36}$, dated 14th August last, with its accompaniments, embodying draft rules under the Indian Explosives Act of 1884.

Regarding these rules, I am desired to say that the Chamber has no suggestions to offer.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX P.

BILL TO AMEND THE INDIAN REGISTRATION ACT OF 1877.

No. 5308 of 1885.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 29*th June*, 1885.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward the accompanying copy of a Bill to amend the Indian Registration Act, 1877, with Statement of Objects and Reasons, and to request you will be so good as to move the Chamber to favour this Government with its opinion on the provisions of the Bill. I am to equest that the opinion of the Chamber may be forwarded so as to each Government not later than the end of July 1885.—I have, &c.,

J. MONTEATH,
Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

The objects of this Bill are three :—

(1) to except mortgage-debentures secured by a registered trust-deed from those provisions of the Indian Registration Act, 1877, which either require that such debentures shall be registered, or, where their registration is optional and they are not registered, give precedence over them, as regards the property on which they are secured, to any registered instrument relating to the same property ;

(2) to place instruments whereby immoveable property is mortgaged as security for the repayment of loans under the Agriculturist's Loans Act, 1884, on the same footing, in regard to registration, as certificates or orders granting loans, and instruments of collateral security, under the Land Improvement Act, 1871, or, where the Land Improvement Loans Act, 1883, is in force, under that Act ;

(3) to exempt from registration notices given under sections 74 and 76 of the Bombay Land Revenue Code, 1879, of relinquishment of occupancy by occupants and of alienated land by holders of such land.

2. As regards the first matter, it was represented to the Government of India in 1884 that the heavy expense and trouble entailed on the issue of mortgage-debentures by the joint operation of the

Stamp Act and Registration Act practically prevented their being issued. The stamp-duty payable on such debentures has since been remitted, and it seems to the Government of India that, if the trust-deed by which such debentures are secured is registered, the debentures, provided they do not implicate any property beyond that comprised in the trust-deed, and do no more than give effect to the arrangement made by the trust-deed, may well be exempted from registration.

3. The second amendment proposed calls for no explanation. The third seems to be justified on the ground that there is, apart from the Registration Act, a complete official record of the surrenders in question, and that to require in addition that they should be registered under that Act would entail unnecessary trouble and expense on all concerned.

The 29th May, 1885. C. P. ILBERT.

A Bill to Amend the Indian Registration Act, 1877.

Whereas it is expedient to amend the Indian Registration Act, 1877, in manner hereinafter appearing; It is hereby enacted as follows:—

1. (1) This Act may be called the Indian Registration Act, 1885; and

(2) It shall come into force at once.

2. (1) After clause (*f*) of section 17 of the Indian Registration Act, 1877, the following clause shall be inserted, that is to say:—

"(*ff*) any debenture issued by any such company and not creating, declaring, assigning, limiting or extinguishing any right, title or interest to or in immoveable property except in so far as it entitles the holder to the security afforded by a Registered instrument whereby the Company has mortgaged, conveyed or otherwise transferred the whole or part of its immoveable property or any interest therein to trustees upon trust for the benefit of the holders of such debentures, or."

(2) In the second paragraph of section 50 of the same Act, "(*ff*)" shall be inserted between "(*f*)" and "(*g*)."

3. (1) After clause (*l*) of section 17 of the same Act the following clause shall be added, that is to say:—

"(*m*) orders granting loans under the Agriculturists' Loans Act, 1884, and instruments for securing the repayment of loans made under that Act."

(2) In the second paragraph of Section 50, for the word and letter "and (*l*)" the letters and word "(*l*) and (*m*)" shall be substituted.

(3) In section 58 of the same Act, for the words "or a copy of a certificate under the Land Improvement Act, 1871, sent by the Collector to be registered," or, where the Land Improvement Loans Act, 1883, is in force, for the words "or a copy of an order under the

Land Improvement Loans Act, 1883, sent by the Collector to be registered," there shall be substituted the following words, namely :—

" or a copy sent to a registering officer under section 89."

(4) After the second paragraph of section 89 of the same Act the following paragraph shall be inserted, that it is to say :—

" Every officer granting a loan under the Agriculturists' Loans Act, 1884, shall send a copy of any instrument whereby immoveable property is mortgaged for the purpose of securing the repayment of the loan, and, if any such property is mortgaged for the same purpose in the order granting the loan, a copy also of that order, to the registering officer within the local limits of whose jurisdiction the whole or any part of the property so mortgaged is situate, and such registering officer shall file the copy or copies, as the case may be, in his book No. 1."

4. (1) After clause (*d*) of section 90 of the same Act the following clause shall be inserted, that is to say :—

" (*e*) notices given under section 74, or section 76, of the Bombay Land Revenue Code, 1879, of relinquishment of occupancy by occupants, or of alienated land by holders of such land.

(2) In section 91, for the word and letter " and (*c*) " the letters and word " (*c*) and (*e*) shall be substituted.

(3) The said Act shall be construed as if the amendments made in it by this section had been made at the time the Act came into force.

BOMBAY CHAMBER OF COMMERCE, 15*th July*, 1885.

The SECRETARY to GOVERNMEVT, Revenue Department, Bombay.

SIR,— I have the honour to acknowledge receipt of your letter No. 5308, of 29th June 1885, covering copy of a Bill to amend the Indian Registration Act 1877, on which Government desired to have the opinion of this Chamber.

The Bill was duly considered by a Special Committee appointed for the purpose, and I am directed to inform you that its provisions meet with the entire approval of the Chamber.—I have, &c.,

F. FORBES ADAM, Chairman,
JOHN MARSHALL, Secretary.

APPENDIX Q.

BILL TO AMEND THE PETROLEUM ACT OF 1881.

No. 1225 of 1885.

GENERAL DEPARTMENT,
BOMBAY CASTLE, *2nd April*, 1885.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward herewith copy of a bill to amend the Petroleum Act, 1881, with Statement of Objects and Reasons, and to request you will be so good as to favour Government with the opinion of the Bombay Chamber of Commerce, on the provisions of the Bill on or before the 1st June next.—I have, &c.,

J. MONTEATH,
Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

The object of this Bill is to amend the Petroleum Act, 1881, in certain points in which experience has shewn that its amendment would be desirable.

2. "Dangerous petroleum" is defined by the Act (section 3) as petroleum having its flashing point below seventy-three degrees of Fahrenheit's thermometer. The Government of India does not see any reason for changing the standard so fixed, but in view of the possibility of variations in the application of the test, which, according to the opinions of the experts, may, even with the utmost care, cause deviations of 2° or 3° in the results, it is of opinion that the nominal legal minimum standard for non-dangerous petroleum may be slightly raised. Accordingly, section 3 of the Bill fixes the standard for dangerous petroleum at 76° instead of 73°, but to this enhanced standard a proviso is added to the effect that a consignment represented to be of one uniform quality shall not be deemed to be dangerous when on an average of tests the oil does not fall below that standard by more than 3° and no one sample has a flashing point below 70°.

3. Section 5 of the Act permits small quantities of dangerous petroleum to be kept in "glass," among other vessels, if each vessel does not contain more than a pint and is securely stopped. Looking to the comparatively fragile nature of glass vessels, and to the possibilty of such vessels, when filled with the highly volatile liquids included under the head of "dangerous petroleum," bursting even if "securely stopped," when exposed to powerful sun-light for a brief period, the prudence of including *glass* vessels among those specified

in the section is, as has been pointed out to the Government of India, doubtful. Section 4 of the Bill therefore amends the section by the omission of the word "glass."

4. The object of Section 5 of the Bill is to bring the provisions of section 6 of the Act, which relate to the marking of the vessels containing dangerous petroleum and which declare that all such vessels "shall bear an indeliable mark on a label in conspicuous characters, stating the nature of the contents thereof" into accordance with the English law (34 & 35 Vic., cap. 105, section 6), which lays down that the label shall state in conspicuous characters the description of the petroleum with the addition of the words "highly inflammable" and with the addition of the name and address of the consignee or owner or of the sender or vendor.

5. As the Act now stands, not only is the importation of "dangerous" petroleum subjected to a strict system of licensing, but no petroleum may be landed from any ship until samples of the potroleum on board thereof have been delivered for the purpose of the petroleum being tested.

While considering that the importation of dangerous petroleum should continue to be thus regulated, the Government of India is of opinion that the restrictions at present placed on the importation of other petroleum may be somewhat relaxed. It seems to it that, instead of requiring the delivery of samples before any oil is landed, it would be sufficient to give the Local Government power to determine the places at which, and the conditions on and subject to which, petroleum may be landed and stored. The necessary power is conferred by section 6 of the Bill, which substitutes a new section for section 7 of the Act. There would thus be nothing to prevent petroleum, other than dangerous petroleum, being in future landed and stored at once. But, in order to protect the public, no petroleum should be allowed to be removed from the place where it is stored until it has been tested and declared to satisfy the legal standard. Section 7 A therefore provides this, and further declares that, when petroleum which has been so landed and stored is found not to come up to the legal standard, the Local Government may direct the consignees either to rectify it or to import it as dangerous petroleum or to re-export within a fixed period, and that, on the consignees failing to do whichever of these things they may be directed to do, the Local Government may order the petroleum to be destroyed.

In addition to re-producing clauses (*a*) and (*c*) of the present section 7 the new section 7 further empowers the Local Government to make rules to fix the fees to be paid for the storage of petroleum at places appointed for the purpose, and to regulate the selection of samples and the averaging the results of testing selected samples.

6. Section 7 of the Bill introduces certain new provisions in the Act as to the test-apparatus to be used. As the Act at present stands, the schedule contains a specification explanatory of the test-apparatus. As it is, however, proposed by this Bill to substitute a new schedule for the present one, in which a new description of the test-apparatus is inserted, it seems desirable, for the convenience of the public, to provide for the deposit of a model test apparatus, which shall be open to inspection, and after which all the instruments to be used under

the Act shall be construeted. This is what the new section 17 A, which section 7 of the Bill adds to the Act, does. This section also provides for the verification of each test-apparatus which it is proposed to use for the purposes of the Act. Each apparatus when verified is to be marked with a special number, and the officer making the verification is to give a certificate in which shall be noted any corrections which must be applied to the results of the tests made with the apparatus. This last provision is necessary, because it is practically impossible to construct instruments which will not need corrections of this sort. The certificate granted is declared to be conclusive proof of the matters stated therein.

7. Section 8 of the Bill substitutes a new schedule for the schedule at present appended to the Act, the instructions contained in which it is new generally admitted require modification.

This schedule has been prepared mainly by Sir F. Abel in conjunction with Mr. Redwood and Dr. Warden, the Professor of Chemistry in the Medical Collage, Calcutta, and Chemical Examiner to Government, and Dr. Lyon, the Chemical Analyser in Bombay, and it has also been examined and considered by Professor Pedler of the Presidency College, Calcutta. It embodies very definite directions regarding the sampling and testing of petroleum, and it lays down in a most detailed manner the procedure to be adopted. The Governor General in Council believes that the adoption of this schedule will meet all the difficulties which have been found to occur under the present law in regard to the sampling and testing of petroleum, and that, if the procedure therein described is carefully followed, there is every reason to hope that trustworthy and generally concordant results will be obtained.

9. Lastly, the new provisions as to the deposit of a model test-apparatus and the verification of all other test-apparatus therewith has necessitated the amendment of the explanation of the term "flashing point" which is appended to the definition of "petroleum" in section 3. It is necessary that, in order to ascertain the true flashing point, the petroleum should be tested with a verified and certificated apparatus, and after the corrections (if any) to be applied to the results of the testing have been made. Moreover, it would appear to be necessary that every apparatus used for the testing of petroleum should be verified at least once in every five years. All this points are provided for in the amendment made by section 2 of the Bill.

J. GIBBS.

The 10th March, 1885.

A Bill to Amend the Petroleum Act, 1881.

Whereas it is expedient to amend the Petroleum Act, 1881, in manner hereinafter appearing; It is hereby enacted as follows:—

1. (1) This Act may be called the Petroleum Act, 1885; and

(2) It shall come into force at once.

2. In section 3 of the Petroleum Act, 1881, in the *explanation* to

the definition of "petroleum," for the last thirteen words the following words shall be substituted, namely :—

"in accordance with the directions contained in the schedule hereto annexed, with an apparatus which has been stamped and certified as provided by section 17A, within a period of five years immediately preceding the date on which the apparatus is used for the testing, and after the corrections (if any) which the certificate declares are to be applied to the results of the testing have been made."

3. In section 3 of the said Act, in the definition of "dangerous petroleum," for the word "seventy-three" the word "seventy-six" shall be substituted; and to the same definition the following words shall be added, namely :—

"Provided that, when all or any of the petroleum on board a ship, or in the possession of any dealer, is declared by the master of the ship, or the consignees of the cargo, or by the dealer, as the case may be, to be of one uniform quality, the petroleum shall not be deemed to be dangerous if the samples selected from such petroleum, when tested as aforesaid, have their flashing points, on an average, at or above seventy-three degrees of Fahrenheit's thermometer and if no one of the said samples has its flashing point below seventy degrees of that thermometer."

4. In the proviso to section 5 of the said Act, the word "glass" shall be repealed.

5. In section 6 of the said Act, for the last seventeen words the following shall be substituted, namely :—

"have attached thereto a label in conspicuous characters stating the description of the petroleum, with the addition of the words 'highly inflammable' and with the addition—

"(*d*) in the case of a vessel kept, of the name and address of the consignee or owner;

"(*e*) in the case of a vessel transported, of the name and address of the sender; and

"(*f*) in the case of a vessel sold or exposed for sale, of the name and address of the vendor."

6. For section 7 of the said Act the following sections shall be substituted :—

"7. (1) The Local Government may, from time to time, make rules consistent with this Act to regulate the importation of petroleum, and in particular—

"(*a*) to determine the ports at which only petroleum may be imported;

"(*b*) to ascertain the quantity and description of any petroleum on board a ship;

(*c*) to determine the places at which and the conditions on and

subject to which petroleum may be landed, stored or transhipped ;

"(*d*) to fix the fees to be paid for the storage of petroleum at such places ;

"(*e*) to provide for the selection by an officer appointed by the Local Government in this behalf, and for the delivery to him by the consignees of samples of all petroleum so landed and stored ; and

"(*f*) to provide, in the case of each consignment which is stated to be of one uniform quality, for the averaging of the results of testing the selected samples."

" (2) In this section " ship " includes anything made for the conveyance by water of human beings or property.

" 7 A. (1) Petroleum landed and stored in accordance with rules made under the last foregoing section shall not be removed from the place at which it is stored until the samples selected therefrom in accordance with the said rules have been tested by an officer appointed by the Local Government in this behalf in the manner described in the schedule hereto annexed with an apparatus which has been stamped and certified as provided by section 17 A, and until such officer has given a certificaate that the petroleum is not dangerous petroleum.

" (2) If the said officer after testing the said samples refuses to give the said certificate in respect of any petroleum, the Local Government may permit the consignee within a time to be fixed by the Local Government in this behalf—

" (*a*) to rectify the petroleum,

" (*b*) to apply for a license to import the petroleum as dangerous petroleum, or

" (*c*) to re-export the petroleum.

" (3) If the consignee does not within the time fixed under subsection (2) avail himself of the permission granted under that subsection, the Local Government may order the petroleum to be destroyed.

7. After section 17 of the said Act the following section shall be inserted, namely :—

" *Test-apparatus.*

" 17 A. Whereas a model of the apparatus for testing petroleum under this Act constructed in accordance with the description contained in the schedule hereto annexed has been deposited in the office of the Chemical Examiner to Government, Calcutta, and has been marked with the words " Model test apparatus " ; It is hereby enacted as follows :—

" (1) The Chemical Examiner with whom the said model test-apparatus is deposited may, on payment of such fee as the Governor General in Council may, from time to time, by notification in the

Gazette of India, prescribe, compare with the said model and verify every apparatus for testing petroleum which is submitted to him for the purpose.

"(2) If any apparatus for testing petroleum, when compared and verified as provided by this section, is found correct, or correct subject to certain corrections to be applied to the results of the tests, the Chemical Examiner shall stamp the same with a special number, and shall further give a certificate in writing under his hand to the effect that the apparatus has been compared and verified by him and found to be correct, or correct subject to certain specified corrections to be applied to the results of the tests.

"(3) Every certificate granted under this section shall, until the contrary is proved, be deemed to be conclusive proof of the matters stated therein."

"(4) Subject to the payment of such fees as the Governor General in Council may, by notification in the *Gazette of India*, prescribe in this behalf, the said model test apparatus shall be at all reasonable times open to inspection by any person desiring to inspect it."

8. For the Schedule to the said Act the following schedule shall be substituted, namely :—

"THE SCHEDULE.

"*I.—Nature of the Test-apparatus.*

"The apparatus consists of the following parts :—

(1) the oil-cup ;

(2) the cover, with slide, test lamp, and clockwork arrangement for opening and closing the holes in the cover, and for dipping the test-flame ;

(3) the water-bath or heating vessel ;

(4) the tripod stand, with jacket, and spirit-lamp for heating the water-bath ;

(5) the thermometer for indicating the temperature of the oil in the oil-cup ;

(6) the thermometer for indicating the temperature of the water in the water-bath ;

(7) the thermometer for indicating the temperature of the oil before it is poured into the oil-cup ;

(8) the dropping bottle, for replenishing the test-lamp ;

(9) the forceps, for adjusting the wick of the test-lamp.

"The oil-cup is a cylindrical-flat-bottomed vessel, made of gun-metal or brass, and tinned or silvered inside. A gauge is fixed to the inside of the cup to regulate the height to which it is to be filled with the sample under examination.

"The cup is provided with a close fitting over-lapping cover, which carries the thermometer, the test-lamp, and the adjuncts thereto. The test-lamp is suspended upon two supports by means of trunnions which allow it to be easily inclined to a particular angle and restored

to its original position. The socket in the cover, which is to hold a round bulb thermometer for indicating the temperature of the oil during the testing operation, is so adjusted that the bulb of the latter is always inserted in a definite position below the surface of the liquid.

"The cover is provided with three holes, one in the centre and two smaller ones close to the sides. These are closed and opened by means of a pivoted slide. When the slide is moved so as to uncover the holes, the suspended lamp is caught by a projection fixed on the slide, and tilted in such a way as to bring the end of the spout just below the surface of the lid. As the slide moves back so as to cover the holes, the lamp returns to its original position. Upon the cover, in front of and in a line with the nozzle of the lamp, is fixed a white bead, the diameter of which represents the size of the test-flame to be used.

"The water-bath or heating vessel is so constructed that, when the oil-cup is placed in position in it, an air-space or air-chamber intervenes between the two; consequently, in applying the test under ordinary circumstances, the heat is transmitted gradually to the oil from the hot water through the air-space. The water-bath is fitted with a socket for receiving a long bulb thermometer, to indicate the temperature of the water. It is also provided with a funnel, an overflow pipe and two handles.

"The water-bath rests upon a tripod stand, which is fitted with a copper cylinder or jacket, so that the bath is surrounded by an enclosed air-space, which retains and regulates the heat. One of the legs of the stand serves as a support for spirit-lamp, which is attached to it by a small swing bracket.

"The clockwork arrangement, by which during the operation of testing the slide is withdrawn, and the test-flame dipped into the cup and raised again as the slide is replaced, is provided with a ratchet key for setting it in action for each test, and with a trigger for starting it each time that the test-flame is applied.

"*II.—Directions for drawing the Sample and preparing it for Testing.*

"1. *Drawing the sample.*—In all cases the testing officer shall personally superintend the drawing of the sample from an original unopened tin.

"An opening sufficiently large to admit of the oil being rapidly poured or syphoned from the tin shall be made.

"Two bottles, each of the capacity of about 40 fluid ounces, are to be filled with the oil. One of these, the contents of which is intended to be preserved for reference in case of need, is to be carefully corked, the cork being well driven home, cut of level with the neck, and melted sealing-wax worked into it. The other bottle may be either stoppered or corked.

"2. *Preparing the sample for testing.*—About ten fluid ounces of the oil, sufficient for three tests, are transferred from the bottle into

which the sample has been drawn to a pint flask or bottle, which is to be immersed in water in which ice is floating until a thermometer, introduced into the oil, indicates a temperature not exceeding 50° Fahrenheit.

"*III.—Directions for preparing and using the Test-apparatus.*

"1. *Preparing the water-bath.*—The water-bath is filled by pouring water into the funned until it begins to flow out at the overflow-pipe. The temperature of the water, at the commencement of each test, as indicated by the long bulb thermometer, is to be 130° Fahrenheit, and this is attained in the first instance by mixing hot and cold water, either in the bath or in a vessel from which the bath is filled, until the thermometer which is provided for testing the temperature of the water gives the proper indication; or the water is heated by means of the spirit-lamp (which is attached to the stand of the apparatus) until the required temperature is indicated.

"2. *Preparing the test-lamp.*—The test-lamp is fitted with a piece of cylindrical wick of such thickness that it fills the wick-holder, but may readily be moved to and fro for the purpose of adjusting the size of the flame. In the body of the lamp, upon the wick, which is coiled within it, is placed a small tuft of cotton wool, moistened with petroleum, any oil not absorbed by the wool being removed. When the lamp has been lighted, the wick is adjusted by means of a pair of forceps until the flame is of the size of the bead fixed on the cover of the oil-cup; should a particular test occupy so long a time that the flame begins to get smaller, through the supply of oil in the lamp becoming exhausted, three or four drops of petroleum are allowed to fall upon the tuft of wool in the lamp from the small open orifice of the bottle provided for that purpose. This can be safely done without interrupting the test.

"3. Filling the oil-cup.—The oil-cup having been previously cooled, by placing it bottom downwards in water at a temperature not exceeding 50° Fahrenheit, is to be rapidly wiped dry, placed on a level surface in a good light, and the oil to be tested is poured in very slowly, without splashing, until its surface is level with the point of the gauge which is fixed in the cup. The round bulb thermometer is inserted into the the lid of the cup, care being taken that the projecting rim of the collar touches the edge of the socket; the test-lamp, prepared as already described, is placed in position, and the cover is then put on to the cup and pressed down so that its edge rests on the rim of the cup.

"4. *Application of the test.*—The water-bath, with its thermometer in position, is placed in some locality where it is not exposed to currents of air, and where the light is sufficiently subdued to admit of the size of the entire test-flame being compared with that of the bead on the cover. The cup is carefully lifted without shaking it, and placed in the bath, the test-lamp is lighted, and the clockwork wound up by turning the key. The thermometer in the oil-cup is now watched, and when the temperature has reached 56° Fahrenheit the clockwork is set in motion by pressing the trigger.

"If no flash takes place the clockwork is at once re-wound, and

the trigger pressed at 57° Fahrenheit, and so on, at every degree rise of temperature, until the flash occurs, or until a temperature of 95° Fahrenheit has been reached.

"If the flash takes place at any temperature below 77° Fahrenheit the temperature at which it occurs is to be recorded. Two fresh portions of the sample are then to be successively tested in a similar manner and the results recorded. If no greater difference than 2° Fahrenheit exists between any two of the three recorded results, each result is to be corrected for atmospheric pressure, as hereafter described, and the average of the three corrected results is the flashing point of the sample. In the event of there being a greater difference of 2° Fahrenheit between any two of the results, the series of tests is to be rejected and a fresh series, of three, similarly obtained, and so on until a sufficiently concordant series is furnished, when the results are to be corrected and the average taken in the manner already described.

"If a temperature of 76° Fahrenheit has been reached without a flash occurring, the application of the test-flame is to be continued at every degree rise of temperature until a temperature of 95° Fahrenheit has been reached. If no flash has occurred up to this point, the oil-cup is to be removed from the water-bath, and the temperature of the water in the water-bath is to be reduced to 95° Fahrenheit by pouring cold water into funnel (the hot water escaping by the overflow-pipe). The air-chamber is then to be filled to a depth of 1½ inches with water at a temperature of about 95° Fahrenheit, the oil-cup is to be replaced in the water-bath and the spirit-lamp attached to the water-bath is to be lighted and placed underneath. The test-flame is then to be again applied, from 96° Fahrenheit, at every degree rise of temperature as indicated by the thermometer in the oil-cup until a flash takes place or until a temperature of 200° Fahrenheit has been reached. If during this operation the test-flame appears to diminish in size, the lamp is to be replenished in the manner prescribed at (2) without interrupting the test.

"If a flash occurs at any temperature between 76° and 200° Fahrenheit the temperature at which it occurs, subject to correction for atmospheric pressure, is the flashing point of the sample.

"In repeating a test, a fresh sample of oil must always be used, the tested sample being thrown away, and the cup must be wiped dry from any adhering oil and cooled, as already described, before receiving the fresh sample.

"5. *Correction for atmospheric pressure.*—As the flashing point of an oil is influenced by changes in atmospheric pressure to an average extent of 1·6° Fahrenheit for every inch of the barometer, a correction of the observed flashing point may become necessary. For this purpose a table is appended to this schedule, giving the flashing points of oils ranging from 65° to 80° Fahrenheit, under pressure ranging from 27 to 31 inches of mercury.

"The table is used in the following manner:—

"*Example.*—An oil has given a flashing point of 71°, the baro-

meter being at 28·6 inches; take the nearest number to 71° in the vertical column headed 28·6. This number is 70·8. Substitute for this the number in the same horizontal line in the column headed 30 (the normal height of the barometer). The substituted number, that is, the true flashing point of the oil, is 73°.

"TABLE FOR CORRECTION OF FLASHING POINTS INDICATED BY THE TEST FOR VARIATIONS IN BAROMETRIC PRESSURE ON EITHER SIDE OF THIRTY INCHES.

Barometer in Inches.

27	27·2	27·4	27·6	27·8	28	28·2	28·4	28·6	28·8
Flashing Point in Degrees Fahrenheit.									
60·2	60·5	60·8	61·2	61·5	61·8	62·1	62·4	62·8	63·1
61·2	61·5	61·8	62·2	62·5	62·8	63·1	63·4	63·8	64·1
62·2	62·5	62·8	63·2	63·5	63·8	64·1	64·4	64·8	65·1
63·2	63·5	63·8	64·2	64·5	64·8	65·1	65·4	65·8	66·1
64·2	64·5	64·8	65·2	65·5	65·8	66·1	66·4	66·8	67·1
65·2	65·5	65·8	66·2	66·5	66·8	67·1	67·4	67·8	68·1
66·2	66·5	66·8	67·2	67·5	67·8	68·1	68·4	68·8	69·1
67·2	67·5	67·8	68·2	68·5	68·8	69·1	69·4	69·8	70·1
68·2	68·5	68·8	69·2	69·5	69·8	70·1	70·4	70·8	71·1
69·2	69·5	69·8	70·2	70·5	70·8	71·1	71·4	71·8	72·1
70·2	70·5	70·8	71·2	71·5	71·8	72·1	72·4	72·8	73·1
71·2	71·5	71·8	72 2	72·5	72·8	73·1	73·4	73·8	74·1
72·2	72·5	72·8	73·2	73·5	73·8	74·1	74·4	74·8	75·1
73·2	73·5	73·8	74·2	74·5	74·8	75·1	75·4	75·8	76·1
74·2	74·5	74·8	75·2	75·5	75·8	76·1	76·4	76·8	77·1
75·2	75·5	75·8	76·2	76·5	76·8	77·1	77·4	77·8	78·1

29	29·2	29·4	29·6	29·8	30	30·2	30·4	30·6	30·8	31
Flashing Point in Degrees Fahrenheit.										
63·4	63·7	64	64·4	64·7	65	65·3	65·6	66	66·3	66·6
64·4	64·7	65	65·4	65·7	66	66·3	66·6	67	67·3	67·6
65·4	65·7	66	66·4	66·7	67	67·3	67·6	68	68·3	68·6
66·4	66·7	67	67·4	67·7	68	68·3	68·6	69	69·3	69·6
67·4	67·7	68	68·4	68·7	69	69·3	69·6	70	70·3	70·6
68·4	68·7	69	69·4	69·7	70	70·3	70·6	71	71·3	71·6
69·4	69·7	70	70·4	70·7	71	71·3	71·6	72	72·3	72·6
70·4	70·7	71	71·4	71·7	72	72·3	72·6	73	73·3	73·6
71·4	71·7	72	72·4	72·7	73	73·3	73·6	74	74·3	74·6
72·4	72·7	73	73·4	73·7	74	74·3	74·6	75	75·3	75·6
73·4	73·7	74	74·4	74·7	75	75·3	75·6	76	76·3	76·6
74·4	74·7	75	75·4	75·7	76	76·3	76·6	77	77·3	77·6
75·4	75·7	76	76·4	76·7	77	77·3	77·6	78	78·3	78·6
76·4	76·7	77	77·4	77·7	78	78·3	78·6	79	79·3	79·6
77·4	77·7	78	78·4	78·7	79	79·3	79·6	80	80·3	80·6
78·4	78·7	79	79·4	79·7	80	80·3	80·6	81	81·3	81·6"

BOMBAY CHAMBER OF COMMERCE, 18*th May*, 1885.

The UNDER-SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am directed to knowledge the receipt of your letter No. 1225, of the 2nd ultimo, forwarding copy of a Bill to amend the Petroleum Act, 1881, with Statement of Objects and Reasons, and requesting that Government may be favoured with the opinion of the Chamber of Commerce on the provisions of the Bill.

The Bill was referred to a Special Committee, consisting of Mr. M. R. Wyer, of Messrs. Wallace and Co., Deputy Chairman of the Chamber; Mr. J. Fachiri, of Messrs. Ralli Brothers, and Mr. R. S. Campbell, of Messrs. W. and A. Graham and Co.; and their report is embodied in the remarks the Chamber has now the honour to submit.

The Chamber, recognising in the Bill a desire on the part of Government to meet the requirements and facilitate the working of the trade, approves of the general scheme of alterations embodied therein, and would only suggest some changes in the details of working which practical experience shows to be desirable.

The main feature of the proposed changes, so far as merchants and others interested in the trade are concerned, is the alteration in Section 3 of the definition of dangerous petroleum. Of this the Chamber thoroughly approves; but in the provisions for giving effect to it by the local Government rules under Section 7 where the importation, landing, &c., is provided for, it would be advisable, in the opinion of the Chamber, that material alterations should be made. As contemplated by the Bill, a cargo of doubtful petroleum would be landed and treated as a whole, rendering it all liable to rejection if the average flash of the samples were under 73°, or if one sample flashed under 70°. This might easily occur by a mere accident in shipping a few tins of inferior oil in mistake for higher quality; and to avoid such a contingency, the Chamber would recommend that in the case of all cargoes landed before testing, or where on testing a cargo, any sample has been found under 70° flash, or suffices to bring the average of the testings below 73°, the importer should be allowed the option of landing it; the oil to be stacked in seperate lots of 500 cases each. One sample from each lot would then be

sufficient to test, and on the result of that, the lot would be passed or rejected as the case might be. By this means, also, the delay in ascertaining the average flash of a cargo would be avoided, as no accurate average can be obtained unless the flash point of a very large number of samples be, in the first instance, exactly determined; and to do that in the case, say, of an ordinary cargo of 45,000 cases or 90,000 tins, would necessitate a delay of over a month before the last sample could be tested, out of one per cent. of the whole.

It might also be an advantage to importers if similar facilities were given to transhipment parcels, allowing lots of 500 cases to be put on board boats and treated on their respective merits in the same way as if landed on shore.

In Section 7 A (1) the Chamber, to avoid any possible misconception of the power conferred, would recommend the insertion of the following clause in parenthesis after the words "shall not."

(Provided that if at the request of the importer, consignee of the cargo or master of the ship, samples have not been selected before discharge and tested.)

Section 17 A provides only for a model test apparatus being deposited in the office of the Chemical Examiner to Government, Calcutta. Having regard to the extent of the trade in this port, the Chamber thinks it would be advisable to have a standard placed with the corresponding official in Bombay, as considerable delay in reference might thus be avoided.

Schedule—Chapter 2. The Chamber has grave doubts as to the advisability of retaining in the schedule any directions for the drawing of samples. If such are retained, however, some modification should be made in them, especially as regards the first clause that "in all cases the testing officer shall personally superintend the drawings." This would mean serious detention, and is, moreover, quite unnecessary.—I have, &c.,

M. R. WYER, Deputy Chairman.
JOHN MARSHALL, Secretary.

APPENDIX R.

ADDITIONAL ACCOMMODATION FOR THE STORAGE OF KEROSINE OIL.

No. 3360.

BOMBAY PORT TRUST,
BOMBAY, 18*th September*, 1885.

To the SECRETARY CHAMBER of COMMERCE.

SIR,—I am directed to forward herewith Trustee's Resolution, No. 486, dated 10th instant, and copy of the letter which the Trustees have addressed to Government in accordance therewith, and I am to request that the Chamber of Commerce will support the application of the Trustees.—I have, &c.,

F. G. DUMAYNE, Acting Secretary.

No. 486.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE, ELPHINSTONE CIRCLE,
BOMBAY, 10*th September*, 1885.

EXCERPT from the Proceedings of a Meeting of the Trustees of the Port of Bombay, held on the 10th instant.

1. Submitted the following proposal by the Chairman consideration of which was postponed from last meeting, viz :—

That sanction be given to the construction of 4 more godowns for the storage of Kerosine Oil at a cost estimated in June last at Rs. 16,674.

Read minute by the Chairman concurred in by the other members of the Land Committee when the subject of adding to the accommodation available for the storage of Kerosine Oil was before the Trustees in June last.

Read rules Nos. 2A and 2B passed under the Petroleum Act. 1881, regulating the granting of licenses to use premises for the storage of petroleum.

RESOLUTION 486.—The godowns estimated to cost Rs. 16,674, may at once be constructed on the site marked A on the tracing referred to in the Chairman's minute dated 1st June 1885.

Government should be asked to relax No. 2A of the Petroleum

rules so as to allow of the existing Port Trust Kerosine godowns and others of a similar description which may be erected in future being so used without special concession by the Municipal Commissioner; also that north of a line drawn east and west of Byculla Bridge. Clause A be made applicable in positions considered suitable by the Municipal Commissioner.

The Chamber of Commerce to be requested to support the application of the Trustees.

[True Excerpt.]

F. G. DUMAYNE, Acting Secretary.

No. 3359.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE, ELPHINSTONE CIRCLE,
BOMBAY, 18*th September*, 1885.

To the SECRETAY to GOVERNMENT, Marine Department.

SIR,—Previous to the publication of the rules for regulating the granting of licenses to possess or transport petroleum (at pages 329-332 of G. G. dated 1st May 1884) the Trustees had converted certain open sheds on Mazagon Reclamation which were constructed of teak with corrugated iron roofs into godowns for the storage of Kerosine Oil by adding walls and partitions of brick nogging eight inches in thickness, teakwood sliding doors and ridge ventilators.

These godowns have been in use for about 5 years without any fire having occurred in them, and having now been found insufficient for the growing wants of the trade in Kerosine Oil the Trustees have resolved to build four more godowns of a similar style of construction.

It will however be observed that these godowns do not conform to No. 2A of the rules referred to above, inasmuch as the doorways and openings are not built up to a height of not less than 2 feet above the level of the street nor has the alternative plan been adopted of having the floors sunk 2 feet below the level of the streets.

These precautions are doubtless necessary to prevent burning oil running out from a godown and spreading over the adjoining space, but while this might happen in cases in which the oil is stored in vats or in other large vessels there does not appear to be any apprehension on this score when as is the case at the Trustees' godowns the oil is contained in 4 gallon tins packed two tins together in wooden boxes, and this did not take place when about 6 years ago a large quantity of Kerosine packed in the way described got on fire in one of the Trustees' godowns on the Elphinstone Estate.

The godowns at present used for the storage of Kerosine are moreover situated on open ground, clear of the town, and there is therefore less danger of buildings other than the godowns themselves being affected by any fire that might break out in the latter.

Under these circumstances I am directed to request that Government will be pleased to relax rule 2A so as to allow of the Trustees' Mazagon godowns above mentioned and others of a similar descrip-

tion which may be erected in future, being licensed for the storage of Kerosine Oil without special concession from the Municipal Commissioner.

I am further directed to state that the city of Bombay is in clause 2 of the preliminary rule (No. 1) said to include every place within the local limits of the ordinary original civil jurisdiction of the High Court of Judicature at Bombay, that is to say the whole Island of Bombay, and seeing that outside the city proper there are in the Island of Bombay many places in which the temporary style of building for the storage of Kerosine which is referred to in rule 2B might safely be permitted, I am to request that Government will be pleased to alter this rule also so that it may be made applicable in positions north of a line east and west of Byculla Bridge.—I have, &c.,

F. G. DUMAYNE, Acting Secretary.

BOMBAY CHAMBER OF COMMERCE, *28th September*, 1885.

To the SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—The Port Trustees having favoured the Chamber with a copy of their letter to Government No. 3359 of 18th instant, asking for the relaxation of the rules under the Petroleum Act relating to the storage of Kerosine Oil, I am directed by the Committee to address you in support of the application.

From their experience of the trade it seems to the Committee that the buildings proposed by the Port Trustees located as suggested are quite suitable for the storage of oil in tins and cases as at present imported; and there can be no doubt that additional ware-housing space is urgently wanted for the accommodation of the rapidly increasing stocks of the article. For the same reason it would be of service to the trade were the suggestion of the Trustees adopted, that North of a line drawn East and West of Byculla Bridge, rule 2, might be altered to admit of buildings as described in clause (b) being licensed for the storage of Kerosine Oil.—I have, &c.,

JOHN MARSHALL, Secretary.

The CHAIRMAN and COMMITTEE of the CHAMBER of COMMERCE, Bombay.

DEAR SIRS,—I am anxious on behalf of myself and other merchants in Bombay dealing largely in Petroleum Oil to address you with reference to the rules for the storing of petroleum in Bombay, and the

issuing of licenses for storage thereof, which have been passed by Government under the Petroleum Act, and which have received the approval of the Chamber, as appears from the letter of the Secretary of the Chamber to Government No. 221 of 1883 dated 17th August 1883. You are doubtless aware that since the passing of those rules a large and increased trade in Petroleum has sprung up in Bombay, which, now for the reasons hereinafter mentioned, is likely to be very much hampered through the action adopted by the Municipal authorities in Bombay.

Under the rules of the Port Trust petroleum imported into Bombay has been landed at the Gunpowder Bunder and stored in certain godowns there belonging to the Port Trustees. The practice has been for the Municipal Commissioner of Bombay from time to time to issue licenses under the Petroleum, Act to merchants, allowing them to store petroleum in the above godowns ; but the Municipal Commissioner now I am informed will decline to renew the licenses in respect of these godowns, on the ground that such godowns are not constructed in the manner required by the rules issued under the Petroleum Act (Rule 2). The import of Petroleum has been so great during the last year that the Port Trust Godowns at Gunpowder Bunder are not now sufficient to store the Petroleum as it arrives and as a temporary measure merchants have been storing petroleum in sheds on vacant ground adjoining the wharf at Gunpowder Bunder.

In order not to hamper the trade the Municipal Commissioner did at one time issue a temporary license to me to store petroleum for a short period in a godown at Surat Street, Carnac Bunder, and in the meantime I and other merchants petitioned the Port Trustees to build further godowns for the storage of petroleum only. The Port Trustees have agreed to build further godowns to be constructed, I believe in accordance with the rules passed by Government, but this new godown accommodation will not be nearly sufficient to accommodate the petroleum imported into Bombay.

The Municipal Commissioner has refused to issue any more licenses for the storage of petroleum unless the godowns in which such petroleum is intended to be stored are constructed in accordance with Rule 2 (*a*), but as a temporary measure the Municipal Commissioner has agreed to issue licenses for godowns built in accordance with the conditions contained in Rule 2 (*b*) which is a rule applicable to the storage of petroleum outside the city of Bombay, and does not require the godowns to be built in so expensive a manner as is required for petroleum stored in the city of Bombay.

The Municipal Commissioner has refused to issue a license to me for my petroleum now stored in the sheds belonging to the Port Trustees at Gunpowder Bunder and in my godown at Surat Street, Carnac Bunder.

The Municipal Commissioner has also refused to issue licenses to other merchants for petroleum stored at the same places, and has obtained summonses from the Police Courts against myself and other merchants for storing petroleum without a license.

My Solicitors have seen the Municipal Commissioner, and endeavoured to induce him to withdraw the summons, but he has refused to do so, although he has stated he would not ask for high penalties to be imposed. The Municipal Commissioner informed

my solicitors that he considered he was compelled to take police proceedings against the petroleum merchants on the ground that under the Act he was the person responsible to see that the rules for the storage of petroleum were complied with, and that he felt it his duty to see the rules were carried out, whether or not the merchants could find godown accommodation in Bombay sufficient for the storage of their petroleum; and which accommodation he admitted could not now be found. The Municipal Commissioner informed my solicitors that the Rules sanctioned by Government were not made by him and were only passed by Government after being approved by the Chamber of Commerce.

The Police Magistrate has power to inflict heavy penalties for storage of petroleum without a license from the Munipal Commissioner and if the Rules are not modified or altered very shortly, and the magistrate should inflict heavy penalties the whole of the petroleum trade in Bombay will be stopped and it will be impossible for merchants to import it.

The rules relating to the consrtuction of the godowns for storage of petroleum are much too stringent, and would require a large number of expensive fire proof godowns to be specially constructed in Bombay, and I would suggest that the Chamber should take steps to get Rule 2 modified by Government.

The best place for storage of petroleum would be the vacant land at Gunpowder Bunder belonging to the Port Trust, or if this could not be obtained, other vacant ground lying well apart from human habitations. I cannot think it is at all necessary that the petroleum should be stored in expensive fire proof godowns constructed in the manner required by the rules or that it is necessary to see that the godown is constructed on any particular principle. All that is necessary for the protection of life and property is, that the petroleum should be stored apart on vacant ground marked out for that purpose, lying well away from human habitation. If any fire occurred the only damage would be that arising to the petroleum itself, and the godowns or sheds in which it was stored. It is no part of the duty of Government or the Municipality to protect the petroleum itself, but only to see that no loss of life occurs or that injury is done to other contiguous property. I would point to the rules as to the storage of hay. All that is required by the Municipality in such cases is that the hay should be stored on vacant land lying some distance apart from contiguous property liable to catch fire. The Municipality does not require that the hay should be stored in fire proof godowns.

A simple trench dug round the place where the petroleum was stored would prevent burning petroleum from flowing to a distance; or the places set apart might be on low ground, or so far distant from other property, that the burning petroleum could not flow sufficiently far to do any damage.

A copy of the petroleum rules appear at page 395, Appendix I. Report of Bombay Chamber of Commerce, 1882-1883.—I remain, &c.

pp. THARIA TOPAN.
T. JAN MAHOMED.

Bombay, 27th November, 1885.

BOMBAY CHAMBER OF COMMERCE, *7th December*, 1885.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—Since I had the honor by the direction of the Committee of addressing you on 28th September last, in support of the application of the Port Trustees for relaxation of the rules under the Petroleum Act for the storage of kerosine oil, representations have been made to the Chamber by the leading dealers showing that under the rapid increase which the trade has developed of late, a rigid application of the rules regarding storage will be impracticable without seriously hampering business. The imports, and consequently the quantities which require to be held permanently in stock, have increased to such an extent that godown accommodation complying with the conditions laid down in the rules is not obtainable; nor is it by any means certain that the extra godowns which the Port Trust have in contemplation—provided Government sanction their proposals—will be sufficient to meet the requirements of the trade.

Under the circumstances, the Committee of the Chamber respectfully submit that it is desirable rule 2 (*b*) should be modified with as little delay as possible to admit of oil being stored in ordinary buildings or even sheds of a temporary character, provided they are so isolated from other buildings or habitations as to remove all possibility of damage to other property in case of fire. The kerosine itself requires no special protection, and if the use of suitable plots of vacant ground be sanctioned, it would probably be sufficient to prevent the outflow of oil in event of a conflagration if a trench were required to be dug round each godown or shed, although experience goes to show that danger of this nature from oil packed in the usual way in tins and cases is quite insignificant.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 63 OF 1886.

MARINE DEPARTMENT,
BOMBAY CASTLE, *8th February*, 1886.

From the SECRETARY to GOVERNMENT, to the SECRETARY BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward with reference to your letters of the 28th September and 7th December last, copy of the Resolution of

Government in the Revenue Department No. 400, dated 1st instant, relative to the question of relaxation of Rule 2 of the Rules under Section 9 of the Petroleum Act relating to the storage of petroleum.—I have, &c.,

M. W. WILLOUGHBY, Brigadier General,
Secretary to Government.

No. 400.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 1*st February*, 1886.

Memorandum from the Marine Department of the Secretariat, No. 144—P.T., dated 23rd September 1885—Transferring for consideration with reference to Rule 2 clauses (*a*) and (*b*) of the rules published in Government Notification No. 1372, dated 28th April 1884, a letter No. 3359, dated 18th September 1885, from the Acting Secretary, Bombay Port Trust, who states that previous to the publication of the rules for regulating the granting of licenses to possess or transport petroleum (at pages 329 to 332 of the *Government Gazette*, dated 1st May 1884) the Trustees had converted certain open sheds on Mazagon Reclamation which were constructed of teak with corrugated iron roofs into godowns for the storage of kerosine oil by adding walls and partitions of brick nogging eight inches in thickness, and that these godowns have been in use for about five years without any fire having occurred in them; intimates that these godowns having been found insufficient for the purpose the Trustees have resolved to build four more godowns of a similar style of construction; observes that these godowns do not confirm to No. 2 (*a*) of the Rules referred to above; requests that in the circumstances explained Government may relax Rule 2 (*a*), so as to allow of the Trustees' Mazagon godowns above mentioned and others of a similar description which may be erected in future being licensed for the storage of kerosine oil without special concession from the Municipal Commissioner; adds that the City of Bombay is in clause 2 of the preliminary Rule (No. 1) said to include every place within the local limits of the Ordinary Civil Jurisdiction of the High Court of Judicature at Bombay, that is to say, the whole Island of Bombay, and that outside the city proper there are in the Island of Bombay many places in which the temporary style of buildings for the storage of kerosine might safely be permitted; and requests that Government may alter this rule also so that it may be made applicable in positions north of a line east and west of the Byculla Bridge.

Memorandum from the Acting Commissioner of Customs, Salt, Opium and Abkari, No. 7002, dated 14th October 1885—Subjoining with reference to Government memorandum No. 3776, dated 3rd idem, copy of a report from the Collector of Customs, Bombay, on the subject; and making the following remarks:—

"2. The Collector of Customs, the Port Trustees and the Committee of the Chamber of Commerce are unanimous in considering that the provisions of clause (*b*) of Rule 2 of the Rules under Section 9 of the Petroleum Act might safely be applied to the City of Bombay. In fact, the Municipal Commissioner, who is the licensing officer, has, under the proviso to Rule 2, relaxed some of the conditions imposed by clause (*a*) of the same rules. Under these circumstances the undersigned sees no objection to the request of the Port Trustees being complied with."

Memorandum from the Marine Department of the Secretariat, No. 484—M., dated 2nd October 1885—Transferring, in continuation

of that Department No. 144—P.T., dated 23rd September last, a letter, dated 28th idem, from the Chamber of Commerce, Bombay, who state with reference to the letter No. 3359, dated 18th idem, addressed to Government by the Trustees of the Port, copy of which the Trustees have forwarded to the Chamber, that from their experience of the trade it seems to the Committee that the buildings proposed by the Port Trustees, located as suggested, are quite suitable for the storage of oil in tins and cases as at present imported, and that additional warehousing space is wanted for the accommodation of the rapidly increasing stocks of the article; and recommend that the suggestion of the Trustees, that north of a line drawn east and west of the Byculla Bridge, Rule 2 may be altered to admit of buildings as described in clause (*b*) being licensed for the storage of kerosine oil.

Memorandum from the Acting Commissioner of Customs, Salt, Opium and Abkari, No. 7103, dated 14th October 1885—Soliciting reference to his No. 7002 of the same date.

Memorandum from the Marine Department of the Secretariat, No. 174, dated 4th November 1885.

Memorandum from the Marine Department of the Secretariat, No. 595—M., dated 10th December 1885—Submitting, in continuation of the one from that Department, No. 484—M., dated 2nd October last, a letter from the Chamber of Commerce, Bombay, who support the application of the Port Trustees for a relaxation of the rules under the Petroleum Act for the storage of kerosine oil.

Memorandum from the Marine Department of the Secretariat, No. 192—P.T., dated 11th December 1885.

Letter from the Municipal Commissioner for the City of Bombay, No. 13250, dated 15th January 1886—Submitting his report on the warehouse accommodation for the storage of petroleum as called for in Government memoranda, Nos. 4131 and 4817, dated respectively 30th October and 17th December last.

RESOLUTION.—The Port Trustees request that—

(1) The raising of doorways of the warehouses provided by them for the storage of kerosine oil as required by Rule 2, Clause (*a*), of the Rules under Section 9 of the Petroleum Act, 1881, may be dispensed with;

(2) in the northern portion of Bombay the cheaper buildings of brick and earth mentioned in Rule 2, Clause (*b*), may be permitted instead of the more expensive buildings of masonary contemplated in Clause (*a*).

2. The Municipal Commissioner considers that the raising of the doorways should be insisted on and the Governor in Council agrees with Mr. Ollivant. This measure only involves the construction of a couple of steps (up and down) to each door, and would not be costly. In case of a fire, the godown would be flooded with water, and it is necessary to prevent water with burning oil floating on it from running out through the doorway.

3. The Government of India should be requested to sanction a relaxation of the rule which shall authorise the application of Clause (*b*) and not Clause (*a*) to that portion of the City of Bombay which is situated to the north of a line drawn east and west of the Byculla Bridge.

4. The godowns erected by the Trustees are not in accordance with the rules, because wood enters largely into their composition,

This is objectionable and should be avoided in buildings erected in future. The Governor in Council however understands that the Municipal Commissioner is willing to exercise the dispensing power vested in him by the rule above quoted and to license the existing godowns on condition that the doorways be raised, that iron be substituted for wooden doors and that no inflammable materials be stored nor dangerous trades be carried on in close proximity to the buildings. These precautions are reasonable and are approved.

5. Government observe that Mr. Ollivant reports that at one end of a new warehouse built by the Trustees there is a bungalow (occupied by one of the officers of the Trust) distant only twelve feet from it. This is in direct contravention of the rules. He also states that at the other end of the same warehouse and distant from it only twenty-eight feet is a wood-store. This appears decidedly objectionable.

J. MONTEATH,
Under-Secretary to Government.

No. 114 OF 1886.

MARINE DEPARTMENT,
BOMBAY CASTLE, 11*th March*, 1886.

From the SECRETARY to GOVERNMENT, to the SECRETARY BOMBAY CHAMBER OF COMMERCE.

SIR,—I am directed to forward, with reference to my letter No. 63, dated 8th ult., a copy of the Resolution of Government in the General Department, No. 796, dated 27th ult., relative to the amendment of Rule 2 of the Rules framed by the Bombay Government under Section 9 of the Petroleum Act, 1881, in regard to the storage of petroleum.—I have, &c.,

M. W. WILLOUGHBY,
Brigadier General, Secretary to Government.

No. 796.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 27*th February*, 1886.

Letter from the Under-Secretary to the Government of India, Home Department, Judicial, No. 244, dated 15th February 1886 :—

"I am directed to acknowledge receipt of your letter No. 401 dated 1st inst., on the subject of the amendment of rule 2 of the Rules framed by the Bombay Government under Section 9 of the Petroleum Act, 1881. Clauses (*a*) and (*b*) of that rule prescribe the conditions which premises intended to be used for the storage of petroleum must fulfil, if situated in, and outside, the city of Bombay,

respectively. For reasons mentioned, the sanction of the Government of India is requested to a modification of the rule in question, authorizing the application of Clause (*b*), instead of Clause (*a*), to that portions of the city which is situated to the north of a line drawn east and west of the Byculla Bridge.

2. In reply, I am to say that the Honorable the President in Council sees no objection to the proposal above set forth, and will be prepared to give effect to the wishes of the Bombay Government on receipt of a draft rule framed for that purpose."

RESOLUTION.—The officers and departments concerned to be informed with reference to Government Resolution No. 400, dated 1st instant.

2. The Remembrancer of Legal Affairs should be requested to prepare and forward the draft of an amended rule for submission to the Government of India.—I have, &c.,

J. MONTEATH,
Under-Secretary to Government.

APPENDIX S.

THE UNEQUAL ASSESSMENT OF IMPORT DUTY ON SPIRITS, AND ALTERATIONS IN THE 'ABKARI ACT.

BOMBAY, CHAMBER OF COMMERCE, 21*st April*, 1885.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Simla.

SIR,—I am desired by the Managing Committee of the Chamber to bring to your notice the unequal incidence of the import duty on spirits as levied under the Indian Tariff Act of 1882. As therein provided, the duty is Rs. 4 per imperial gallon increasing in proportion as the strength exceeds London proof; but no allowance is made for any decrease in strength below proof. The effect of this is that bottled spirits imported from Europe, which are always shipped at about 15° under, have to pay the same amount of duty as full London proof. This is felt to fall most unfairly on importers of bottled spirits, and, moreover, encourages an import trade in cheap spirit much over proof which is afterwards broken down, bottled, and sold as European bottled spirits of known brands. Mr. J. E. O'Conor, in his "Review of the Trade of British India for the year ending 31st March 1884," remarks on this in para 88, as follows:—

> "It may be noted here that the Customs authorities in Bombay mention the fact that large importations have been made there of cheap spirit, much over proof, in wood, and that empty brandy bottles fetch a good price in the local market, especially if the labels are intact. This seems to be a matter for investigation by the officers of health and police."

The Committee of the Chamber accordingly submit that alike in the interests of Government and the trade it would be advisable to assimilate the mode of assessing the duty to the practice in England, where the rate is fixed at

the standard of proof strength as given by Syke's Hydrometer; a corresponding increase or reduction being made as the spirits test above or below proof.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 15*th June*, 1885.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—The Committee of the Chamber having been addressed by several firms engaged in the importation of Foreign spirits regarding the adverse effect exercised on the trade by the alterations in the Abkari Act, published in Government Notifications No. 2841 of 4th April, 1884, and No. 2213 of 16th March 1885, I am directed to solicit the attention of Government to some points on which it seems a revision of the regulations would be desirable.

The leading objection on the part of importers is to the prohibition of the sale of spirits of a lower strength than 15° under proof throughout the Bombay Presidency except in the Town and Island of Bombay. This restriction practically precludes the sale, except in Bombay itself, of such high class marks of Brandy as Exshaw's No. 1 and Hennessy's 3 stars, which are generally within 18° under proof, and of which a very considerable consumption exists. These manufacturers cannot be expected to alter the character of their brandy to meet the requirements of Bombay, and the result will be to encourage in the Mofussil the sale of a stronger and cheaper description of spirits to the exclusion of a higher class article.

The prohibition, it is understood, is also intended by Government Resolution No. 2213 of 16th March 1885 to apply to liqueurs such as Curacoa, Cherry brandy, Chartreuse, &c. If so, the effect, as the Committee is informed, would be to put an entire stop to the sale of these articles beyond the limit of the Town and Island of Bombay, as their alcoholic strength could not be increased beyond 15° under proof without destroying the peculiar properties of the liqueurs.

Importers further complain that the time allowed before

putting the regulations into force is insufficient to admit of their getting rid of their supplies here or on the way out at the time of issuing these notifications. It is the custom of the trade to hold large ready stocks of these articles and at least twelve months should have been given them to prevent unnecessary loss.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 5436 OF 1885.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *3rd July*, 1885.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter of the 15th June 1885, I am directed to say that the notifications under the Abkari Act quoted by you were intended partly as a temporary measure of protection to the farmers of the right to manufacture and sell country spirit, who on the monopoly system have undertaken to supply the districts with a purer and better quality of country spirit, and partly to exclude spurious cheap brandies imported from the Continent and mixtures concocted in Bombay from potato spirit and flavouring ingredients, which are sold at low strength to reduce their price.

2. Government were informed by the Customs Department that the principal dealers in imported spirit in Bombay seldom sell any spirit of strength below 15° U.P. and that the proposed restriction would not materially affect their trade. It appeared that the strengths at which Messrs. Treacher & Co. sell spirits are, rum and whiskey 11° U.P., Brandy 12° U.P. and Hollands 12° to 15° U.P. They stated that they sell gin only at 17° to 25° U.P. But it is now understood that the method of dealing with imported spirit employed by Messrs. Treacher & Co. is not identical with that of other houses. Messrs. Cutler, Palmer & Co. reported that the average strength of the spirit imported by them was 15° U.P.

3. I am to say therefore that Government did not contemplate the exclusion from sale in the Presidency (except Bombay) of such high class brandies as you name. At the same time I am to call your attention to the fact that the notification of 4th April 1884, does not forbid the supply from Bombay of brandies of less strength than 15° U.P. to customers up-country, but only the *sale* up-country within the areas of the spirit farms.

4. Should this explanation not satisfy the trade, I am to say that the Commissioner of Abkari will consult with them on the best way of modifying the restriction in favour of high class brandies and other spirit which would not enter into competition with country spirit.

5. I am to say that the Commissioner of Abkari has been instructed to report on your remarks on Notification No. 2213 of March 16th, 1885.

6. With reference to the complaint that the time allowed before

these regulations came into force was insufficient for disposal of stocks, I am directed to say that it was the intention of Government to allow a year for this purpose, but from unavoidable causes this was not done. Consequently the Commissioner of Abkari was instructed to take measures for relieving any hardship which might occur in individual cases brought to his notice, and His Excellency in Council hoped that in this way all substantial ground of complaint would have been removed.—I have, &c.,

J. MONTEATH,
Under-Secretary to Government.

APPENDIX T.

STOCK NOTES.

No. 2550 of 1885.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, *7th September*, 1885.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter dated the 8th December, 1883, I am directed to forward herewith for the information of the Chamber a copy of the Resolution of the Government of India, No. 2566 dated 20th ultimo, on the subject of Stock notes.—I have, &c.,

J. MONTEATH,
Under-Secretary to Government.

No. 2445.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, *26th August*, 1885.

The following Notification by the Government of India is republished :—

"DEPARTMENT OF FINANCE AND COMMERCE.

ACCOUNTS AND FINANCE.

PUBLIC DEBT.

SIMLA, *20th August*, 1885.

No. 2566.

RESOLUTION.—By the Government of India, Department of Finance and Commerce.

Read again—

Resolution in the Department of Finance and Commerce, No. 3742, dated the 15th September 1882.*

Resolution in the Department of Finance and Commerce, No. 2599 dated the 10th August 1883.†

RESOLUTION.—In the Resolution in the Department of Finance, No. 2599, dated the 10th August 1883, the Government of India

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* Republished at page 737 of Part I. of the *Bombay Government Gazette*, dated 21st September 1882.

† Republished at pages 580 and 581 Part I. of the *Bombay Government Gazette*, dated 16th August 1883.

invited the opinions of the various Local Governments and Administrations regarding the best method of popularising stock notes. The Governments of Madras, Bombay, and Bengal were at the same time requested to consult the local Chambers of Commerce and the principal local Banks with reference to the points discussed in the Resolution.

2. The replies received are generally adverse to the scheme. It cannot be denied that sale of the notes, and their popularity as an investment with the classes by whom it was hoped that they would be bought, have been much less than was anticipated. The Government of India, however, are of opinion that these results may be attributed in some measure to causes in existence at the time of the issue of the notes, the operation of which has in part ceased, and of which the effect will not be indefinitely prolonged. The continuance of the sale of notes, if for the present not productive of much advantage, is not calculated to cause detriment or injury to the public or to the financial interests of Government. It may be still hoped that, subject to certain modifications, this mode of investment will become more popular, and that the advantages which unquestionably attach to the system, when successfully worked, may be in course of time obtained. The Governor General in Council has, therefore, decided to continue for the present the sale of the notes, subject to certain changes in the rules which, it is hoped, will render the notes more generally acceptable.

3. It has been decided—

(*a*) to permit the payment of interest on stock notes if presented at a presidency town ;

(*b*) to facilitate the issue of a duplicate note in lieu of one proved to have been lost or destroyed ;

(*c*) to allow the transfer of notes from one circle to another without payment of any fee.

4. Interest on stock notes will now be payable at presidency towns (as well as at any of the treasuries situated within the circle to which the notes belong), as under :—

On notes of the Calcutta, Allahabad, and Lahore Circle—at the Circle Office, Calcutta.

On notes of the Bombay Circle—at the Circle Office, Bombay.

On notes of the Madras Circle—at the Circle Office, Madras.

5. The orders regarding claims for stock notes alleged to have been lost or destroyed are contained in the Resolution in the Department of Finance No. 3742, dated the 15th September 1882, quoted at head of this Resolution.

The Goveraor General in Council now directs that the following, orders regarding claims on account of stock notes alleged to have been lost or destroyed be substituted for those contained in the Resolution of 15th September 1882 :—

I.—When any person desirous to make a claim for the value of a stock note alleged to have been lost or destroyed, he should at once produce before the district officer all the evidence he can produce regarding the circumstances of the destruction or loss of the note,

which must be absolutely identified. The district officer may either reject the claim, or, if he is of opinion that the evidence establishes beyond doubt the impossibility or extreme improbability of the note ever being presented, he should record his opinion to this effect, and forward it to the Comptroller General. The latter, if he agree as to the effect of the evidence, may direct as follows :—

(*a*) That the loss of the note be advertised in the *Gazette of India* and the Local Government Gazettes, and that after two years from the first advertisement of the loss the value of the note may be invested, if possible, in Government Securities, or, if the amount is too small, then paid into the Government Savings Bank.

(*b*) That after twenty years from the date of advertisement, if meantime the note has not been presented for payment, the said investment, with accumulated interest (or the said deposit, if no investment has been made), be delivered to the claimant or his assignee, or other legal representatives, upon a bond of indemnity, with two personal sureties attached.

II.—When the total value of the claim does not exceed Rs. 250, the Comptroller and Auditor General may direct, either immediately or after the lapse of a certain interval, the issue of a duplicate note or notes in lieu of the notes said to be lost or destroyed on a bond being given by the claimant with two sureties. The bond should bind the parties to make good any loss which may be thrown on Government in the event of the production of any of the notes alleged to have been lost or destroyed.

III.—The Comptroller General will issue a notice to all treasuries of the circle to which a lost note belongs when he directs the issue of a duplicate note. If the note said to be lost or destroyed is subsequently presented for payment of interest, the interest due on it must be paid to the holder, but the fact of payment and the name and address of the presenter should be at once communicated to the Comptroller General.

IV.—Every duplicate note will bear an endorsement to the effect that it has been issued in lieu of a specified lost note.

V.—If the Comptroller General think in any instance that the circumstances warrant terms more favourable to the claimants than can be given undur these rules, he may, if he think fit, submit the claim to the Government for orders.

6. Any holder of a stock note who desires to have it transferred to another circle should make a written application to the district officer stating the name of the circle to which transfer is desired, and should enclose the note. Such applications are exempted by notification of this date from payment of any fee. The district officer on receiving such an application will at once forward the application together with the note, to the Comptroller General. The Comptroller General will cancel the note. He will then give instructions for the issue without payment to the person from whom the note was received of a note or notes, of the same value or values as the cancelled notes, of the circle to which transfer is desired.

7. The Comptroller and Auditor General will issue the subsidiary

instructions and orders necessary to carry into effect the above orders.

ORDER.—Ordered, that the foregoing Resolution be communicated to the several Local Governments and Administrations; to the Comptroller and Auditor General; to Accountants General and Comptrollers, for information and guidance.

Ordered also, that the Resolution be published in the *Gazette of India*.

D. M. BARBOUR,
Secretary to the Government of India."

By order of His Excellency the Right Honourable the Governor in Council.

J NUGENT,
Secretary to Government

APPENDIX U.

PRICES OF GOLD.

CALCUTTA PRICES OF GOLD IN RUPEES (SICCA WEIGAT.)

MONTHS.	1856.				1857.			
	China Leaf 100 touch.		Australian Bars 22 Carats.		China Leaf 100 touch.		Australian Bars 22 Carats.	
January	...		...		16 9 0		14 3 6	
February	...		...		16 9 0		14 8 0	
March	...		...		16 15 0		14 6 0	
April	...		...		16 3 0		14 8 0	
May	...		...		16 1 0		14 8 0	
June	...		...		16 5 0		15 0 0	
July	...		...		16 8 0		14 13 0	
August	16	0 0	14	3 6	16 13 0		15 6 0	
September	15	15 0	14	3 6	16 12 0		15 0 0	
October	15	12 0	14	3 6	15 15 0		14 6 0	
November	15	11 0	14	3 0	16 2 0		14 8 0	
December	16	0 0	14	7 0	16 2 0		14 8 0	

	1858.				1859.			
January	16	3 0	14	8 0	16	8 0	15	0 6
February	16	1 0	14	8 0	16	8 0	15	0 6
March	16	0 0	14	8 0	16	14 0	15	8 0
April	16	0 0	14	8 0	17	4 0	15	9 0
May	16	1 0	14	12 0	17	0 0	15	1 0
June	16	7 0	15	0 0	16	15 6	15	1 0
July	16	4 0	14	12 0	17	1 0	15	4 0
August	16	5 0	14	11 0	17	3 0	15	7 6
September	16	8 0	14	12 0	17	4 6	15	8 3
October	16	11 0	14	14 3	17	1 6	15	3 3
November	16	11 6	14	15 6	16	10 0	15	1 0
December	16	10 6	15	1 6	17	0 0	15	1 0

	1860.				1861.			
January	16	14 0	15	0 0	16	9 0	14	13 0
February	17	0 0	14	9 0	16	10 0	15	2 6
March	16	0 0	14	9 0	16	9 0	15	0 0
April	16	11 0	14	15 0	16	10 0	14	14 0
May	17	2 0	15	2 0	16	10 0	14	12 0
June	17	4 0	14	15 0	16	4 0	14	9 0
July	17	1 0	15	1 0	16	4 0	14	7 0
August	16	13 0	15	1 0	16	6 0	14	14 0
September	16	13 0	15	2 0	16	10 0	14	14 0
October	16	14 0	15	2 0	16	6 0	14	12 0
November	16	14 0	15	0 0	16	8 0	14	14 0
December	16	14 0	14	15 0	16	8 0	14	14 0

Months.	1862. China Leaf 100 touch.	1862. Australian Bars 22 Carats.	1863. China Leaf 100 touch.	1863. Australian Bars 22 Carats.
January	16 10 0	14 15 0	16 5 0	14 12 0
February	16 8 0	14 15 0	16 7 0	14 12 6
March	16 6 0	15 1 0	16 8 0	14 12 0
April	16 6 0	14 15 0	16 10 0	14 13 0
May	16 4 0	14 13 0	16 12 0	15 1 6
June	16 3 0	14 13 0	16 14 0	15 2 0
July	16 4 0	14 12 0	16 10 0	14 12 6
August	16 4 0	14 10 0	16 11 0	14 13 0
September	16 10 0	14 12 0	16 12 0	14 14 0
October	16 11 0	14 12 0	16 10 0	14 14 6
November	16 9 0	14 12 6	16 7 0	14 14 0
December	16 2 0	14 12 6	16 1 0	14 5 6

	1864.		1865	
January	15 13 0	14 0 0	15 12 0	14 5 6
February	16 6 0	14 11 6	15 10 0	14 7 6
March	16 8 0	14 11 6	15 12 0	14 7 6
April	16 10 0	14 13 0	15 12 0	14 7 6
May	16 5 0	14 10 0	15 11 0	14 5 6
June	16 3 0	14 9 0	15 13 0	14 6 0
July	16 3 0	14 7 6	15 10 0	14 5 0
August	16 8 0	14 10 0	15 9 0	14 6 0
September	16 8 0	14 7 6	15 10 0	14 7 0
October	16 6 0	14 6 6	15 10 0	14 7 0
November	16 3 0	14 8 6	16 0 0	14 13 0
December	16 3 0	14 9 0	16 3 0	14 15 6

	1866.		1867.	
January	16 4 0	14 13 0	16 2 0	14 12 0
February	15 13 0	14 9 0	16 0 0	14 12 0
March	16 0 0	14 13 0	16 3 0	15 2 0
April	16 4 0	14 12 3	16 8 0	15 2 0
May	16 4 0	14 3 0	16 9 0	15 4 0
June	15 12 0	14 8 0	16 0 0	15 6 0
July	15 12 0	14 8 0	16 10 0	15 6 0
August	16 2 0	14 14 0	16 12 0	15 7 9
September	16 4 0	14 14 0	16 14 0	15 7 9
October	16 2 0	14 12 6	16 8 0	15 2 0
November	16 8 0	15 2 6	16 4 0	14 13 0
December	16 9 0	15 2 6	16 5 0	14 15 0

Months.	1868. China Leaf 100 touch.	1868. Australian Bars 22 Carats.	1869. China Leaf 100 touch.	1869. Australian Bars 22 Carats.
January	16 8 0	15 1 6	16 0 0	14 9 0
February	16 12 0	15 9 0	16 10 0	15 2 6
March	16 12 0	15 7 0	16 10 0	15 2 0
April	16 11 0	15 7 0	16 10 0	15 4 0
May	17 6 0	16 0 0	16 12 0	15 2 6
June	17 0 0	15 8 6	16 11 0	15 1 0
July	16 13 0	15 6 3	16 14 0	15 4 0
August	16 13 0	15 8 6	16 12 0	15 5 0
September	16 15 0	15 8 6	16 12 0	15 5 0
October	16 11 0	15 8 0	16 7 6	15 1 0
Novembar	16 10 0	15 5 0	16 7 0	15 0 0
December	16 5 0	14 15 0	16 7 0	14 14 0

	1870.		1871.	
January	16 5 0	14 13 0	16 11 0	15 7 0
February	16 5 0	14 14 6	16 15 0	15 9 0
March	16 7 0	15 2 0	17 5 0	15 15 0
April	16 6 0	15 2 0	17 2 0	15 12 0
May	16 8 0	15 4 0	17 3 0	15 13 0
June	16 10 0	15 6 0	16 15 0	15 8 0
July	16 9 0	15 7 0	16 12 0	15 6 0
August	16 14 0	15 9 0	17 1 0	15 11 0
September	16 12 0	15 6 0	16 13 0	15 7 0
October	16 12 0	15 6 0	16 11 6	15 5 6
November	16 11 0	15 6 0	16 13 0	15 7 0
December	16 12 6	15 8 6	16 13 0	15 4 0

	1872.		1873.	
January	17 0 0	15 8 0	16 11 0	15 5 0
February	16 8 0	15 0 0	16 11 0	15 6 0
March	16 12 0	15 4 0	16 12 0	15 6 0
April	16 12 0	15 1 0	16 13 0	15 7 0
May	16 13 0	15 5 0	16 13 0	15 7 0
June	16 14 0	15 6 0	16 13 0	15 7 0
July	16 15 0	15 6 0	16 13 0	15 7 0
August	16 13 0	15 4 6	16 14 0	15 7 9
September	16 14 0	15 8 0	16 14 0	15 7 9
October	16 13 0	15 7 0	17 0 0	15 10 0
November	16 15 0	15 7 6	17 0 0	15 10 9
December	16 10 0	15 3 0	17 1 0	15 11 0

Months.	1874. China Leaf 100 touch.	1874. Australian Bars 22 Carats.	1875. China Leaf 100 touch.	1875. Australian Bars 22 Carats.
January	17 2 0	15 12 0	17 1 0	15 10 0
February	17 1 0	15 11 0	17 7 0	15 15 0
March	17 4 0	15 14 0	17 8 0	16 0 0
April	17 5 0	15 15 0	17 12 0	16 3 0
May	17 0 0	15 7 0	17 14 0	16 2 0
June	17 3 0	15 11 0	17 14 0	16 2 0
July	17 3 0	15 11 0	17 12 0	16 2 0
August	17 6 0	15 13 0	17 12 0	16 3 6
September	17 8 0	15 15 0	17 8 0	16 3 6
October	17 8 0	16 0 0	17 7 0	16 2 0
November	17 8 0	16 2 0	17 10 0	16 3 6
December	17 7 0	16 0 0	17 10 0	16 3 0

	1876.		1877.	
January	17 11 0	16 3 6	18 6 0	16 6 0
February	18 2 0	16 8 0	18 4 0	16 11 6
March	18 6 0	16 9 6	18 2 0	16 9 6
April	18 6 0	16 9 0	18 0 0	16 8 0
May	18 10 0	16 11 0	18 3 0	16 11 0
June	18 12 0	17 1 6	18 4 0	16 11 0
July	19 12 0	18 0 0	18 8 0	16 14 0
August	19 0 0	17 6 0	18 8 0	16 8 0
September	19 0 0	17 7 0	18 4 0	16 6 0
October	19 0 0	17 7 0	18 0 0	16 4 0
November	18 10 0	16 14 0	18 0 0	16 6 0
December	18 0 0	16 0 0	18 8 0	16 10 0

	1878.		1879.	
January	18 7 0	16 10 0	19 8 0	17 14 0
February	18 9 0	16 15 0	19 9 6	18 0 0
March	18 14 0	16 15 0	19 9 6	18 0 6
April	18 12 6	16 13 6	20 2 6	18 1 6
May	18 15 0	16 15 0	19 14 0	18 0 0
June	18 13 0	16 15 0	19 2 0	17 4 0
July	18 14 0	17 0 0	19 2 0	17 7 6
August	18 12 0	17 1 0	19 6 0	17 9 6
September	19 1 0	17 7 0	19 5 0	17 8 6
October	19 5 0	17 11 0	19 3 0	17 6 0
November	19 4 0	17 10 0	19 3 0	17 4 0
December	19 6 0	17 12 0	19 5 0	17 6 0

Months.	1880.				1881.			
	China Leaf 100 touch.		Australian Bars 22 Carats.		China Leaf 100 touch.		Australian Bars 22 Carats.	
January	19 5 0		17 8 0		19 8 0		18 0 0	
February	19 4 0		17 8 0		19 10 0		18 0 0	
March	19 7 0		17 14 0		19 8 0		17 14 0	
April	19 7 0		17 14 0		19 6 0		17 12 0	
May	19 5 0		17 10 0		19 8 0		17 10 0	
June	19 5 6		17 11 0		19 12 0		17 15 0	
July	19 6 0		17 11 0		19 10 0		17 13 0	
August	19 6 0		17 9 0		19 12 0		17 15 0	
September	19 7 0		17 10 0		19 12 0		17 15 0	
October	19 6 0		17 11 0		19 10 0		17 13 0	
November	19 8 0		17 13 0		19 8 0		17 12 0	
December	19 6 0		17 13 0		19 8 0		17 12 0	

	1882.				1883.			
January	19 6 0		17 11 0		19 10 0		18 2 0	
February	19 4 0		17 10 0		19 13 0		18 5 0	
March	19 5 0		17 11 0		19 15 0		18 5 0	
April	19 5 0		17 11 0		19 4 0		18 3 0	
May	19 5 0		17 10 0		20 0 0		18 4 0	
June	19 5 0		17 9 0		20 0 0		18 4 0	
July	19 5 0		17 9 0		20 0 0		18 4 0	
August	19 6 0		17 10 0		20 0 0		18 5 0	
September	19 5 0		17 8 0		19 12 0		18 3 0	
October	19 6 0		17 11 0		19 12 0		18 2 0	
November	19 6 0		17 13 0		19 9 0		18 0 0	
December	19 8 0		18 0 0		19 9 0		18 1 0	

	1884.				1885.			
January	19 10 0		18 2 0		19 14 0		18 4 0	
February	19 11 0		18 3 0		19 14 0		18 6 0	
March	19 11 0		18 3 0		20 4 0		18 12 0	
April	19 9 0		18 3 0		20 12 0		19 4 0	
May	19 11 0		18 3 0		20 4 0		18 6 0	
June	19 14 0		18 4 0		20 4 0		18 9 0	
July	19 12 0		18 3 0		20 2 0		18 12 0	
August	19 13 0		18 4 0		...		...	
September	19 13 0		18 4 0		...		...	
October	20 0 0		18 4 0		...		...	
November	20 0 0		18 3 0		...		...	
December	19 15 0		18 4 0		...		...	

STATEMENT SHOWING THE VALUE OF THE SOVEREIGN IN RUPEES FROM 1870 TO 1885.

		Rs.	a.	p.			Rs.	a.	p.
1870	Sovereign	16	10	0	Pucca Gold	... ...	16	6	6
1871	Do.	10	14	0	Do.	... ...	17	1	6
1872	Do.	10	9	0	Do.	... ...	16	10	0
1873	Do.	10	8	3	Do.	... ...	16	12	0
1874	Do.	10	13	0	Do.	... ...	17	3	0
1875	Do.	11	2	3	Do.	China Gold	17	6	6
1876	Do.	11	10	0	Do.	... ..	18	4	0
1877	Do.	11	8	6	Do.	... ...	18	6	6
1878	Do.	11	13	6	Do.	... ...	18	11	0
1879	Do.	12	10	6	Do.	China Gold	19	11	0
1880	Do.	12	6	6	Do.	... ...	19	1	3
1881	Do.	12	4	6	Do.	... ...	19	2	0
1882	Do.	12	3	0	Do.	... ...	18	15	3
1883	Do.	12	9	6	Do.	English Bar	19	15	6
1884	Do.	12	9	6	Do.	China Gold	19	6	3
1885	Do.	12	13	0	Do.	... ...	19	15	3

RATES OF GOLD AT DELHI.

Return furnished to the Director General of Statistics by Tek Chand, Jeweller, Delhi.

Year.	Rate per Tola (24 Carats.)		
	Rs. a.		Rs. a.
1857	16 0		
1860	16 0	to	16 8
1870	17 0		
1875	17 8		
1880	18 0		
1885	21 0		

PRICE OF GOLD PER TOLA OF 180 GRAINS TROY.

Return prepared by the Bank of Bengal, Calcutta, for the Director General of Statistics.

Year	Price of English Bar Gold per *Tola* (24 Carts.)		Price of Sovereigns on	
	1st January.	1st June.	1st January.	1st June.
	Rs. a. Rs. a.	Rs. a. Rs. a.	Rs. a. Rs. a.	Rs. a. Rs. a.
1860	15 14	16 2	10 4	10 3
1861	15 12	16 1	10 5	10 3½
1862	16 3 to 16 4	16 1 to 16 2½	10 4 to 10 6	10 3
1863	16 1 to 16 2	16 1 to 16 3	10 4½	10 5½
1864	15 7 to 15 13	15 13 to 15 15	10 1	10 2½
1865	15 10 to 15 12	15 12 to 15 13	10 0	10 0½
1866	16 3 to 16 4	15 10 to 15 15	10 4	10 4
1867	16 4 to 16 5	16 11 to 16 12	10 3	10 8 to 10 9
1868	16 7 to 16 8	16 13	10 9	10 14
1869	16 1	16 7	10 4	10 6
1870	16 5½	16 13	10 4	10 6
1871	17 5	17 4	10 8	10 13
1872	17 0	16 13	10 7	10 7
1873	16 12	17 0	10 7¼	10 10½
1874	17 4	17 0	10 12	10 11½
1875	17 6	17 13	10 12	10 15
1876	17 6	19 11	11 1	12 4
1877	17 9	18 7	11 9	11 10
1878	18 6	18 12	11 8	11 14
1879	19 9	19 8	12 6	12 8
1880	19 3	19 5	11 15	12 3½
1881	19 7	19 11½	12 3¾	12 5
1882	19 9½	19 6½	12 0½	12 1
1883	19 10	20 2	12 6	12 8¼
1884	19 10½	19 14	12 6¾	12 7¾
1885	19 13½	20 4½	12 8	12 12¾

APPENDIX V.

MOVEMENTS OF BULLION.

No. 511 OF 1885.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 16*th February*, 1885.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 3792, dated 21st November last, I am directed to forward herewith for the information of the Bombay Chamber of Commerce, copy of a memorandum No. 709, dated 6th February 1885, from the Political Department, with accompaniments supplying the only available information regarding the value of gold and silver coined in Native States in India.—I have, &c.,

J. MONTEATH,
Under-Secretary to Government.

POLITICAL DEPARTMENT MEMORANDUM.

The Bombay Chamber of Commerce wrote to the Financial Department on the 8th October last, requesting information as to the amount in rupees of gold and silver annually coined by the Native States in India. The Financial Department transferred to this Department the Chamber's letter, together with a report by the Accountant General with a view to the several Political Agents being called upon to furnish the required information. This was accordingly done, as far as concerned this Presidency, by Government Resolution No. 6615, dated 8th December 1884. The Government of India were asked at the same time whether the information could be furnished or obtained by their Foreign Office in regard to Native States other than those under this Government.

Of the Political Officers in this Presidency only Kathiawar, Cutch, Palanpur and Kaira have any information to furnish. As regards gold coins, Navanagar coined in 1863 Rupees 3,59,558-9-2 worth of gold but there has been no coinage of gold since then. The Divan of Cutch and the Radhanpur Durbar state that no gold coins have been struck in their respective States during the last 3 and 5 years

(respectively). As for silver the following statement contains the figures given by the Political Officers :—

District.	State.	1879-80.	1880-81.	1881-82.	1882-83	1883-84	Annual average	Remarks
Kathiawar ...	Navanagar ...	....	.....	....	...	...	About 2,85,698-5-8	
	Junagad	....	.....	....	...	...	1,47,406	Average of last 10 years.
	Porbandar ...	....	.....	....	...	...	75,720	Do.
Cutch ..	Cutch	....	.....	....	...	...	12,60,682	Average for last 3 years.
Palanpur	Radhanpur	71,201	1,00,747	96,239-14	Nil.	Nil.		
Kaira ..	Cambay ...	3,001	1,93,909	19,442-4	Nil.	Nil.		

The Government of India have forwarded a statement prepared in 1877 showing approximately the amount and value of coins of all descriptions coined in the Mints of Native States under the Government of India and the Government of Punjab, Madras and Bombay during the years 1871-1876, and add that they possess no further information on the subject.

No. 709 of 1885.

POLITICAL DEPARTMENT,

BOMBAY CASTLE, 6*th February*, 1885.

Copy forwarded to the Financial Department with reference to its Memorandum No. 3791 of 21st November 1884.

J. B. RICHEY,

Acting Chief Secretary to Government.

ABSTRACTS showing approximately the amount and value of coins of all descriptions coined in the Mints of Native States.

		Government of India.		Punjab.		Madras.		Bombay.		Total.	
		Amount.	Value.	Amount.	Value.	Amount.	Value	Amount.	Value.	Amount.	Value.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Gold Coin	1871-72 ...	...	...	...	...	...	...	...	...	...	...
,,	1872-73 ...	1,48,033	24,76,168	...	...	...	...	...	...	1,48,033	24,76,168
,,	1873-74 ...	51,802	8,65,170	...	...	...	...	...	...	51,802	8,65,170
,,	1874-75 ...	40,059	6,66,282	...	...	...	...	...	...	40,059	6,66,282
,,	1875-76 ...	24,536	4,08,463	...	...	...	...	...	...	24,536	4,08,463
		2,64,430	44,16,083	...	...	...	...	...	...	2,64,430	44,16,083
Silver Coins	1871-72 ...	93,563	80,032	Notgiven	...	...	...	...	...	93,563	80,032
,,	1872-73 ...	28,78,141	79,38,765	Ditto	3,62,404	...	...	Notgiven	2,48,361	28,78,141	85,49,530
,,	1873-74 ...	31,90,852	1,11,74,884	4,50,069	3,32,710	...	...	12,57,294	7,16,434	48,98,215	1,22,24,028
,,	1874-75 ...	23,64,010	69,16,972	3,19,453	2,88,329	...	...	8,76,435	5,46,485	35,59,898	77,51,786
,,	1875-76 ...	24,90,165	75,97,828	3,32,969	5,54,885	...	...	Notgiven	2,61,243	28,23,134	84,13,956
		(a)1,10,16,731	(a)3,37,08,481	11,02,491	15,38,328	...	...	21,33,729	17,72,523	1,42,52,951	3,70,19,332
Copper Coins	1871-72 ...	...	...	...	...	13,18,540	28,296	4,99,501	18,348	18,18,041	46,644
,,	1872-73 ...	76,50,068	1,17,791	...	...	12,71,233	3,726	20,800	558	89,42,101	1,22,075
,,	1873-74 ...	16,84,137	1,76,194	...	...	18,04,400	5,090	...	...	34,88,537	1,81,284
,,	1874-75 ...	37,55,961	56,107	...	...	23,68,423	6,339	...	...	61,24,384	62,446
,,	1875-76 ...	26,77,998	33,014	...	...	...	...	...	...	26,77,998	33,014
		1,57,68,164	3,83,106	...	...	67,62,596	43,451	5,20,301	18,906	2,30,51,061	4,45,463
Grand Total.....		2,70,49,325	3,85,07,670	11,02,491	15,38,328	67,62,596	43,451	26,54,030	17,91,429	3,75,68,442	4,18,80,878

(a).—Exclusive of Mandalay coins amounting from 2,00 000 to 3,00.000 pieces during 1872-73 to 1875-76 and of Rs. 50,000 of Orcha coins from 1872 to 1875; the value of the former and the amount of the latter have not been supplied

N.B.—The information contained above is incomplete, inasmuch as under certain Native States only amounts have been shown without the corresponding value and *vice versâ*.

STATEMENT showing approximately the amount and value of coin of all descriptions coined in the Mints of Native States.

Native States under each Presidency and Administration.	Gold.					
	1871-72.		1872-73.		1873-74.	
	Amount.	Value.	Amount.	Value.	Amount.	Value.
	Rs.	Rs.	Rs.	R3.	Rs.	Rs.
GOVERNMENT OF INDIA—						
Indore (Hali rupees) ...	...	...	...	...	...	...
Gwalior (Gwalior rupees)...	...	...	...	...	...	...
Bhopal (Bhopal rupees) ...	...	...	...	...	...	...
Jowra (Saleemshai rupees)..	...	...	...	...	...	...
Sillana (ditto) ...	...	...	...	—	...	...
Jeypore	...	...	1,45,312	24,33,976	50,522	8,46,243
Jodhpore (Govt. rupees) ...	...	...	2,706	41,943	1,180	18,290
Pallee of Marwar (ditto) ...	...	...	...	...	...	...
Sojut of Marwar (ditto) ...	...	...	—	...	...	...
Nagor of Marwar (ditto) ...	...	...	...	...	...	...
Koochawan of Marwar (do).	...	...	...	...	...	...
Jhallawar (ditto) ...	...	...	...	...	...	...
Bundi (ditto) ...	...	...	15	249	...	...
Kotah (ditto) ...	...	...	...	...	...	...
Tonk (Tonk rupees) ...	...	...	...	...	...	...
Oodeypore (Govt. rupees)...	...	...	...	...	100	637
Bickaneer (Bickaneer rupees)	...	...	...	...	...	...
Jeysulmere (Jeysulmere rupees)	...	...	...	...	...	...
Pertabgurh (Govt. rupees)..	...	—	...	...	...	...
Bhurtpore (ditto) ...	...	...	...	...	...	...
Karauli	...	...	...	...	...	...
Hyderabad	...	...	...	...	—	...
Nepal	...	...	...	...	...	...
Total ...	...	...	1,48,033	24,76,168	51,802	8,65,170
PUNJAB—						
Cashmere	...	...	...	...	...	...
Patiala	...	...	...	...	...	...
Total ...	...	...	...	...	...	...
MADRAS—						
Travancore	...	...	...	...	...	...
Poondoocottah	...	...	...	...	...	...
Total ...	...	...	...	...	...	...
BOMBAY—						
Nawanagar	...	...	...	...	...	...
Porebunder	...	...	...	...	...	...
Cutch	...	...	...	...	...	...
Cambay	...	...	...	...	...	...
Total ...	...	...	...	...	...	...

STATEMENT showing approximately the amount and value of coins of all descriptions coined in the Mints of Native States.

Native States under each Presidency and Administration.	Gold.			
	1874-75.		1875-76.	
	Amount.	Value.	Amount.	Value.
	Rs.	Rs.	Rs.	Rs.
GOVERNMENT OF INDIA—				
Indore (Hail rupees) ...	...	...	...	...
Gwalior (Gwalior rupees)...	...	...	...	...
Bhopal (Bhopal rupees) ...	...	...	...	...
Jowra (Saleemshai rupees).	...	...	...	...
Sillana (ditto) ...	...	...	...	...
Jeypore	38,666	6,47,656	22,508	3,77,009
Jodhpore (Govt. rupees) ...	1,068	16,554	2,018	31,279
Pallee of Marwar (ditto) ...	...	...	...	...
Sojut of Marwar (ditto) ...	...	...	...	...
Nagor of Marwar (ditto) ...	...	...	...	...
Koochawan of Marwar (do)	...	...	...	...
Jhallawar (ditto) ...	...	...	..	...
Bundi (ditto) ...	...	...	10	175
Kotah (ditto) ...	...	...	...	...
Tonk (Tonk rupees) ...	...	...	...	...
Oodeypore (Govt. rupees)...	325	2,072	...	...
Bickaneer (Bickaneer rupees)	...	...	...	...
Jeysulmere (Jeysulmere rupees)	...	...	...	...
Pertabgurh (Govt. rupees)..	...	...	...	...
Bhurtpore (ditto) ...	...	...	...	...
Karauli	...	...	...	...
Hyderabad	...	...	...	...
Nepal	...	...	...	...
Total ...	40,059	6,66,282	24,536	4,08,463
PUNJAB—				
Cashmere	...	...	...	...
Patiala	...	...	...	...
Total ...	...	...	...	...
MADRAS—				
Travancore	...	...	...	...
Poondoocottah	...	...	...	...
Total ...	...	...	...	...
BOMBAY—				
Nawanagar...	...	...	...	...
Porebunder	...	...	...	...
Cutch	...	...	...	...
Cambay	...	...	...	...
Total ...	...	...	...	...

STATEMENT showing approximately the amount and value of coins of all descriptions coined in the Mints of Native States.

Native States under each Presidency and Administration.	Silver.			
	1871-72.		1872-73.	
	Amount.	Value.	Amount.	Value.
	Rs.	Rs.	Rs.	Rs.
GOVERNMENT OF INDIA—				
Indore (Hali rupees) ...	...	...	...	70,05,086
Gwalior (Gwalior rupees)...	...	...	...	12,00,000
Bhopal (Bhopal rupees) ...	...	...	...	...
Jowra (Saleemshai rupees).	...	...	...	...
Sillana (ditto) ...	...	...	...	...
Jeypore	...	...	477,629	4,77,629
Jodhpore (Govt. rupees) ...	...	...	2,69,779	2,78,209
Pallee of Marwar (ditto) ...	...	...	4,70,004	4,84,692
Sojut of Marwar (ditto) ...	...	...	28,201	29,082
Nagor of Marwar (ditto) ...	...	...	4,850½	5,002
Koochawan of Marwar (do).	...	...	1,62,339	1,21,754
Jhallawar (ditto) ...	...	...	2,52,418	2,57,677
Bundi (ditto) ...	...	...	1,00,700	97,190
Kotah (ditto) ...	...	...	...	16,06,357
Tonk (Tonk rupees) ...	...	...	...	...
Oodeypore (Govt. rupees)...	...	...	3,63,245 511	2,66,511 266
Bickaneer (Bickaneer rupees)	...	...	28,385	28,385
Jeysulmere (Jeysulmere rupees	...	...	12,500	12,500
Pertabgurh (Govt. rupees).	...	...	...	...
Bhurtpore (ditto) ...	...	...	6,94,380	7,16,080
Karauli	...	...	1,207	...
Hyderabad...	93,563	80,032	11,993	10,259
Nepal	...	...	...	6,42,086
Total ...	93,563	80,032	28,78,141½	79,38,765
PUNJAB—				
Cashmere	...	...	...	...
Patiala	...	...	...	3,62,404
Total ...	...	...	...	3,62,404
MADRAS—				
Travancore	...	...	...	...
Poondoocottah	...	...	...	...
Total ...	...	...	...	...
BOMBAY—				
Nawanagar	...	...	...	...
Porebunder	...	...	...	...
Cutch	...	...	Not given	2,28,127
Cambay	...	...	...	20,234
Total ...	...	...	...	2,48,361

STATEMENT showing approximately the amount and value of coins of all descriptions coined in the Mints of Native States.

Native States under each Presidency and Administration.	Silver.			
	1873-74.		1874-75.	
	Amount.	Value.	Amount.	Value.
	Rs.	Rs.	Rs.	Rs.
GOVERNMENT OF INDIA—				
Indore (Hali rupees) ...	...	40,89,761	...	7,06,577
Gwalior (Gwalior rupees)...	...	12,00,000	...	12,00.000
Bhopal (Bhopal rupees) ...	...	4,36,480	...	6,36,354
Jowra (Saleemshai rupees).	...	...	...	...
Sillana (ditto) ...	...	...	...	...
Jeypore	9,06,799	9,06,979	10,22,866	10,22,866
Jodhpere (Govt. rupees) ...	58,938	60,781	37,573½	38,747
Pallee of Marwar (ditto) ...	4,72,283	4,87,042	3,49,543	3,60,466
Sojut of Marwar (ditto) ...	37,830	39,012	36,152	37,282
Nagor of Marwar (ditto) ...	4,185	4,316	2,111	2,177
Koochawan of Marwar (do).	98,449	73,837	1,82,764	1,37,073
Jhallawar (ditto) ...	3,70,087	3,77,797	11,745	11,990
Bundi (ditto) ...	35,880	34,313	40,680	39,060
Kotah (ditto) ...	...	16,25,225	...	16,19,625
Tonk (Tonk rupees) ...	...	2,34,193	...	20,133
Oodeypore (Govt. rupees) ...	8,92,571 43,656	6,54,831 22,540	95,298 74,236	69,919 38,328
Bickaneer (Bickaneer rupees)	57,531	57,181	2,41,424	2,39,923
Jeysulmere (Jeysulmere rupees)	61,000	61,000	2,10,000	2,10,000
Pertabgurh (Govt. rupees).	...	...	...	...
Bhurtpore (ditto) ...	53,126	54,786	...	...
Karauli	31,200	...	49,980	...
Hyderabad	67,136	57,427	9,638	824
Nepal	...	6,97,383	...	4,88,208
Total ...	31,90,852	1,11,74,884	23,64,010½	6[illegible],16,972
PUNJAB—				
Cashmere	4,50,069	2,81,293	3,19,453	1,99,658
Patiala	Not given	51,417	Not given	88,671
Total ...	4,50,069	3,32,710	3,19,453	2,88,329
MADRAS—				...
Travancore	...	...	...	...
Poodoocottah	...	...	...	...
Total ...	...	...	...	...
BOMBAY—				
Nawanagar	3,11,417	84,941	2,90,720	82,110
Porebunder...	9,45,877	3,56,935	5,85,715	2,16,731
Cutch	Not given	2,35,998	Not given	1,49,041
Cambay	...	38,560	...	98,603
Total ...	12,57,294	7,16,434	8,76,435	5,46,485

STATEMENT showing approximately the amount and value of coins of all descriptions coined in the Mints of Native States.

Native States under each Presidency and Administration.	Silver. 1875-76. Amount.	Silver. 1875-76. Value.	Copper. 1871-72. Amount.	Copper. 1871-72. Value.
	Rs.	Rs.	Rs.	Rs.
GOVERNMENT OF INDIA—				
Indore (Hali rupees) ...	...	14,33,126	...	...
Gwalior (Gwalior rupees)...	...	12,00,000	...	...
Bhopal (Bhopal rupees) ...	...	7,75,145	...	...
Jowra (Saleemshai rupees),	...	... –	...	...
Sillana (ditto) ...	...	...	...	...
Jeypore	4,72,214	4,72,21	...	...
Jodhpore (Govt. rupees ...	1,22,430	1,26,256	...	...
Pallee of Marwar (ditto) ...	7,83,924	8,08,421	...	...
Sojut of Marwar (ditto) ...	18,741	19,327	...	...
Nagor of Marwar (ditto) ...	2,626	2,708	...	...
Koochawan of Marwar (do).	2,15,354	1,61,515	...	...
Jhallawar (ditto) ...	1,95,574	1,99,648	...	...
Bundi (ditto) ...	60,500	58,343	...	...
Kotah (ditto) ...	...	12,63,312	...	...
Tonk (Tonk rupees) ...	...	84,283	...	...
Oodeypore (Govt. rupees)...	1,02,676	75,266	...	...
Bickaneer (Bickaneer rupees)	3,25,854	3,19,298	...	...
Jeysulmere (Jeysulmere rupees)	1,36,120	1,36,120	...	...
Pertabgurh (Govt. rupees)..	16,797	12,114	...	...
Bhurtpore (ditto) ...	8,331	8,591	...	...
Karauli	29,024	...	...	...
Hyderabad	...	...	...	...
Nepaul	...	4,42,141	...	...
Total ...	24,90,165	75,97,828	...	...
PUNJAB—				
Cashmere	3,32,969	2,08,106	...	...
Patiala	Not given	3,46,779	...	...
Total ...	3,32,969	5,54,885	...	...
MADRAS—				
Travancore...	...	...	(a)13,18,540	28,296
Poondoocottah	...	...	...	...
Total ...	...	...	13,80,540	28,296
BOMBAY—				
Nawanagar...	...	...	(b)4,99,501	18,348
Porebunder	...	...	...	...
Cutch	...	...	...	...
Cambay	...	2,61,243	...	...
Total ...	...	2,61,243	4,99,501	18,348

(a) Includes silver coins. (b) Includes gold coins.

STATEMENT showing approximately the amount and value of coins of all descriptions coined in the Mints of Native States.

Native States under each Presidency and Administration.	Copper.			
	1872-73.		1873-74.	
	Amount.	Value.	Amount.	Value.
GOVERNMENT OF INDIA—	Rs.	Rs.	Rs.	Rs.
Indore (Hali rupees) ...	...	...	...	...
Gwalior (Gwalior rupees)...	...	...	...	1,50,000
Bhopal (Bhopal rupees) ...	...	...	...	...
Jowra (Saleemshai rupees).	8,00,000	12,121	8,50,000	13,281
Sillana (ditto) ...	4,32,000	6,171	6,01,094	8,839
Jeypore	62,50,326	97,661	2,20,461	3,445
Jodhpore (Govt. rupees) ...	20,233	1,012	12,582	629
Pallee of Marwar (ditto) ...	...	...	...	...
Sojut of Marwar (ditto) ...	...	...	...	...
Nagor of Marwar (ditto)...	...	...	...	...
Koochawan of Marwar (do).	...	...	...	...
Jhallawar (ditto) ...	...	...	...	...
Bundi (ditto) ...	15,000	570	...	...
Kotah (ditto) ...	...	...	...	...
Tonk (Tonk rupees) ...	...	...	...	...
Oodeypore (Govt. rupees)...	51,207	256	...	...
Bickaneer (Bickaneer rupees)	...	...	...	...
Jeysulmere (Jeysulmere rupees)	...	...	...	...
Pertabgurh (Govt. rupees).	...	...	...	...
Bhurtpore (ditto) ...	...	...	...	...
Karauli	81,302	...	...	...
Hyderabad...	...	...	...	...
Nepal	...	...	...	...
Total ...	76,50,068	1,17,791	16,84,137	1,76,194
PUNJAB—				
Cashmere	...	...	...	...
Patiala	...	...	...	...
Total ...	...	...	...	...
MADRAS—				
Travancore...	a)12,71,233	3,726	18,04,400	3,957
Poondoocottah	...	...	...	1,133
Total ...	12,71,233	3,726	18,04,400	5,900
BOMBAY—				
Nowanagar...	20,800	558	...	...
Porebunder	...	...	...	...
Cutch	...	...	...	...
Cambay	...	...	...	...
Total ...	20,800	558	...	...

(a) Includes silver coins.

STATEMENT showing approximately the amount and value of coins of all descriptions coined in the Mints of Native States.

Native States under each Presidency and Administration.	Copper.			
	1874-75.		1875-76.	
	Amount.	Value.	Amount.	Value.
	Rs.	Rs.	Rs.	Rs.
GOVERNMENT OF INDIA—				
Indore (Hali rupees) ...	...	...	...	...
Gwalior (Gwalior rupees)...	...	...	...	...
Bhopal (Bhopál rupees) ...	...	...	...	...
Jowra (Saleemshai rupees)..	8,56,000	13,806	8,60,000	13,870
Sillana (ditto) ...	13,06,222	18,913	12,60,000	18,260
Jeypore	14,03,234	21,925	110	2
Jodhpore (Govt. rupees)	10,962	548	...	...
Pallee of Marwar (do.) ...	...	...	...	...
Sojat of Marwar (do.) ...	...	...	...	...
Nagor of Marwar (do.) ...	...	...	...	...
Koochawan of Marwar (do.)	...	...	...	...
Jhallawar (ditto) ...	...	...	3,81,450	...
Bundi (ditto) ...	...	...	...	...
Kotah (ditto) ...	...	...	...	...
Tonk (Tonk rupees) ...	...	...	...	...
Oodeypore (Govt. rupees)...	1,79,543	898	1,76,438	882
Bickaneer (Bickaneer rupees)	...	...	...	...
Jeysulmere (Jeysulmere rupees)	...	...	...	...
Pertabgurh (Govt. rupees).	...	...	...	...
Bhurtpore (ditto) ...	...	...	...	...
Karauli	...	...	...	...
Hyderabad	...	...	...	...
Nepal	...	...	...	...
Total ...	37,55,961	56,107	20,77,998	33,014
PUNJAB—				
Cashmere	...	...	...	...
Patiala	...	...	...	...
Total ...	...	...	...	...
MADRAS—				
Travancore...	(a) 23,68,423	6,339	...	...
Poondoocottah	...	...	...	...
Total ...	23,68,423	6,339	...	...
BOMBAY—				
Nawanagar...	...	...	...	...
Porebunder...	...	...	...	...
Cutch	...	...	...	...
Cambay	...	...	...	...
Total ...	...	...	...	...

(a) Includes silver coins.

N.B.—In Jeypore the value of gold coinage as shown in Government rupees, but that of silver and copper coinages are in Jeypore rupees.

The remark ("Government rupees") denotes value in Native coins converted into Government rupees.

APPENDIX W.

INCREASED RATE OF COINAGE AT THE BOMBAY MINT.

BOMBAY CHAMBER OF COMMERCE, *7th May*, 1885.

The SECRETARY TO GOVERNMENT, Financial Department, Bombay.

SIR,—As you are doubtless aware, the money market within the past fortnight has been considerably strained by the action of the Secretary of State in restricting his sales of telegraphic transfers in London. The Exchange Banks, by that movement, have found themselves somewhat unexpectedly deprived of their usual channel for laying down funds rapidly on this side, and business, in consequence, has been adversely affected; and, in the matter of exports, materially resricted, by the insufficiency of financial facilities for the volume of trade going forward. As the next four weeks will probably be about the busiest of the season, calling for all the monetary resources of the port, it appears to the Committee of the Chamber that it might tend to alleviate the pressure if the Mint authorities were instructed to increase the rate of coinage. At present the value of new coins being paid out is about 15 lakhs per week, but the Committee understand that the Mint is capable of a much larger out-turn; and as there is no scarcity of silver—the balance in the Mint, as published in to-day's *Gazette* being upwards of 75 lakhs in addition to a large amount on passage—I am directed to ask that instructions may be given to increase the rate of production to its utmost limits.

This step, the Committee think, would be advisable alike in the interests of Government and of the trading community; and they are the more induced to recommend it from the fact of the existing position being mainly the result of Government action, creating a temporary scarcity of funds, and not of a low state of general credit.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 1446 OF 1885.

FINANCIAL DEPARTMEET,
BOMBAY CASTLE, 15TH *May*, 1885.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to inform you that a copy of your letter, dated the 7th instant, suggesting that the present rate of production of Coin at the Bombay Mint may be increased so as to remove the existing monetary pressure caused by the action of the Secretary of State in restricting his sales of telegraphic transfers in London, has been forwarded to the Government of India, which controls the operations of the Mint, for any action which that Government may desire to take thereon.—I have, &c.,

J. MONTEATH,
Under-Secretary to Government.

No. 1712 OF 1885.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 10*th June*, 1885.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 1446, dated 15th ultimo, I am directed to forward for the information of the Chamber of Commerce, the accompanying copy of a letter No. 1186, dated 2nd June 1885, from the Government of India and its enclosure, on the subject of the proposal made by the Chamber for increasing the production of coin at the Bombay Mint.—I have, &c.,

J. MONTEATH,
Under-Secretary to Government.

No. 1186.

GOVERNMENT OF INDIA,
DEPARTMENT OF FINANCE AND COMMERCE.

SIMLA, 2 *nd June*, 1885.

To the SECRETARY to GOVERNMENT of BOMBAY, Judicial Department.

SIR,—I am directed to acknowledge the receipt of your letter No. 1445, dated the 15th May, 1885, and the letter enclosed in it from the Secretary to the Chamber of Commerce, Bombay, suggesting that the present rate of production of coin at the Bombay Mint may be increased so as to remove the existing monetary pressure, caused by the restriction by the Secretary of State of the sale of telegraphic transfers in London.

2. I am directed to forward copy of a letter No. 365, dated the

16th May, 1885, received from the Mint Master, Bombay, on the subject and to request that, with the permission of His Excellency the Governor in Council it may be communicated to the Secretary to the Chamber of Commerce with the intimation that authority was given to the Accountant-General, Bombay, on the 24th of April, to require the Mint Master to work overtime to such extent as might seem necessary.—I have, &c.,

J. E. O'CONOR,
Assistant Secretary to the Government of India.

No. 365 OF 1885-86.

HER MAJESTY'S MINT,

BOMBAY, 16th *May*, 1885.

From Colonel J. H. WHITE, R. E., Mint Master, to the SECRETARY to the GOVERNMENT OF INDIA, Department of Finance and Commerce, Simla.

SIR,—With reference to Bombay Government Resolution No. 1444 of the 15th instant, I have the honour to state that this Mint has been for some days back turning out coin at the rate of 4 lakhs a day; this is a very large outturn and entails for certain portions of the Mint establishment a working day of 12 hours during the very hottest season of the year, in a most relaxing climate; such a coinage is, I submit, all that can be reasonably expected. The Exchange Banks are moreover most fortunate under such a monetary pressure as was felt, and which now I understand no longer exists, in receiving their bullion certificates within from 5 to 10 days after the date of tender. Such rapid payment must have afforded considerable relief. I am rather surprised that no reference has been made to this fact.

Of course if the Government of India consider the present outturn insufficient it can still further be increased, but I would remark that no Mint in the world is designed and maintained on the principle of making a sudden and enormous outturn of coin to meet large influxes of bullion; it takes time to increase a coinage, to obtain the necessary working balances, to collect workmen; and if this time is not to be allowed Government would not only have to increase their plant considerably, but also to maintain a much larger fixed establishment.

When the new weighing and coining machines arrive this Mint will be in a position to turn out about 3½ lakhs in an ordinary day; I submit that such a daily production of coin in ordinary time is immense; and that when this outturn is increased further to 6 lakhs, as it might be in a working day of 12 hours, the mercantile world can have no reasonable ground for complaint as to Mint production of coin.—I have, &c.,

J. H. WHITE, Col. R. E., Mint Master.

BOMBAY CHAMBER of COMMERCE, 15th *June*, 1885.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I have to acknowledge the receipt of your letter No. 1712 of the 10th instant, covering copy of a letter from the Government of India, and its enclosure on the subject of the Chamber's proposal for increasing the production of Coin at the Bombay Mint.

The Committee instruct me te acknowledge the promptitude with which their suggestion has been attended to, and they also desire me to express the satisfaction with which they learn the Mint Master's arrangements for developing the outturn of the establishment.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX X.

STAMP DUTY ON CHARTER PARTIES.

BOMBAY CHAMBER OF COMMERCE, 27th *August*, 1885.

To the SECRETARY to the GOVERNMENT of INDIA, Legislative Department, Simla.

SIR,—The Committee of the Chamber having been informed that the Government of India have in contemplation the introduction of some amendments of the Stamp Act of 1879, I am desired to ask you if you will be so good as to let me know whether such is the case.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 2979.

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.

SIMLA, 11*th September*, 1885.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 27th August 1885, and in reply to state that there is at present no question of a general revision of the Indian Stamp Act, 1879, under the consideration of the Government of India.

2. I am to add, however, that proposals are now before the Government which may lead to legislation for the purpose of amending the provisions of the Stamp Act in respect of the duties payable on Fire Insurance Policies.—I have, &c.,

C. H. BARNES,
Offg. Under-Secretary to the Government of India.

BOMBAY CHAMBER of COMMERCE, 28*th September*, 1885.

To the OFFICIATING UNDER-SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Simla.

SIR,—In acknowledging receipt of your letter No. 2979 of 11th instant, I am directed by the Committee to suggest that in event of Government amending the provisions of

the Stamp Act in respect of the duties payable on Fire Insurance Policies, the opportunity would be a favourable one for dealing with the question of stamps on charter parties.

I beg to wait upon you with copies of the correspondence in which the Chamber previously submitted to Government its views on the subject, and I have again to solicit that the matter may be taken into consideration.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 453.

SEPARATE REVENUE—STAMPS.

NON-JUDICIAL, 29*th January*, 1886.

Whereas a doubt has been expressed as to the proper stamp duty chargeable under the Indian Stamp Act, 1879, on a Charter Party containing a Penalty clause, and it is desirable that the doubt should be removed, the Governor-General in Council, in exercise of the powers enabling him in that behalf, is pleased to direct that the Stamp duty chargeable on a Charter Party shall, notwithstanding anything contained in the instrument as to the payment of compensation in case of breach of the contract evidenced thereby, be limited to the amount chargeable under the Indian Stamp Act, 1879, Schedule I, Article 18.

D. BARBOUR,
Secretary to the Government of India.

APPENDIX Y.

BOMBAY HARBOUR DEFENCES.

BOMBAY, CHAMBER of COMMERCE, 11*th May*, 1885.

The SECRETARY to GOVERNMENT, Military Department, Bombay.

SIR,—I am directed by the Committee of the Chamber to address you with reference to the existing condition of the Bombay Harbour Defences. The question is one which the Chamber have had before them for some time past, but they have refrained from addressing Government respecting it, understanding that a scheme to meet all requirements had been drawn up, and approved of by the Government of India some months ago. No action having yet been taken however, and the critical state of our political relations lately having brought the defenceless condition of the city into striking prominence, I am instructed to ask you for information as to the position in which the matter now stands.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 2920 of 1885.

MILITARY DEPARTMENT,
BOMBAY CASTLE, 20*th May*, 1885.

From the SECRETARY to GOVERNMENT, to the SECRETARY BOMBAY CHAMBER of COMMERCE.

SIR,—I have the honor to acknowledge the receipt of your letter of the 11th instant, and in reply am directed to state, for the information of the Chamber of Commerce, that Government are taking active steps to provide for the defence of Bombay.—I have, &c.,

M. W. WILLOUGHBY, Colonel,
Secretary to Government.

APPENDIX Z.

DEEPENING OF ADEN HARBOUR.

BOMBAY, CHAMBER OF COMMERCE, *5th March*, 1885.

The SECRETARY to GOVERNMENT, Public Works Department, Bombay.

SIR,—I am desired by the Committee of the Chamber to invite your attention to your letter No. 279 R of the 6th December, 1884, in which it was stated that the question of deepening the Aden harbour was under reference to the Government of India and the Secretary of State.

As the Chamber has not since received any communication from Government on the subject, the Committee desire to know what the present position of the matter is; and they would thank you for any information that you can give them.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 92 R of 1885.

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, *9th March*, 1885.

To the SECRETARY BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of your letter, dated 5th March, 1885, and to inform you that the subject of deepening the Aden harbour is still under reference to the Government of India and the Secretary of State.—I have, &c.,

WALTER HUGHES,
Under-Secretary to Government.

LONDON, *16th April*, 1885.

To the Right Honourable the EARL KIMBERLEY, Her Majesty's Secretary of State for India.

MY LORD,—We, the undersigned, owners of Steamships which use the Port of Aden, respectfully petition your Lordship to dirrect that the work of deepening the Inner Harbour so as to enable vessels of

deep draught to enter, remain afloat, and leave, at all states of the tide, shall be begun as soon as possible.

We observe from the reply by the Under-Secretary of State for India to Mr. C. M. Norwood, M.P., in the House of Commons on the 14th April, that there is a large accumulated balance at the credit of the Aden Port Fund which would, as we believe, provide the dredging plant required. We also believe that by devoting the surplus funds which will still continue to accrue from the dues levied, the whole of the work necessary to be done to afford ample accommodation for large vessels in the Inner Harbour will be provided for.

We venture to state our opinion that the work in favour of which we are petitioning your Lordship will be found of the greatest service to Her Majesty's ships as well as to the vessels of the Mercantile Marine, and that it is a necessary complement to the new fortifications at Aden, if the aim with which they are being constructed is to be secured.

Soliciting the favourable consideration of your Lordship to this Memorial,—We have the honour to be, &c.

Peninsular and Oriental Steam Navigation Company; British India Steam Navigation Company, Limited; Gray, Dawes and Co.; Netherlands India Steam Navigation Company, Limited; Oriental Steam Navigation Company, Limited; F. Green and Co.; McGregor, Gow and Co. (Glen Line); McDiarmid, Greenshields and Co. (Ducal Line); Jenkins and Co. (Shire Line); Gellatly, Hankey, Sewell and Co.; Mogul Steamship Company, Limited; Thomas Skinner and Co. (Castle Line); Money Wigram and Sons; Glover Brothers; Mercantile Steamship Company; Newton Brothers and Co.; Shaw, Bushby and Co.; John Fenwick and Sons; Angier Brothers; New Zealand Shipping Company, Limited; George Thompson and Co.; David Bruce and Co.; Galbraith, Pembroke and Co.; Commercial Steamship Company, Limited; Steel, Young and Co.; H. Clarkson and Co.; W. H. Tindall and Co.; R. G. Jones, Price and Co.; Persian Gulf Steamship Company; Telegraph Construction and Maintenance Company, Limited; Eastern Telegraph Company, Limited; Robert Alexander and Co.; Rankin, Gilmour and Co.; Pacific Steam Navigation Company; James Moss and Co.; D. and C. McIver; Hamilton, Fraser and Co.; Williamson, Milligan and Co.; Taylor, Cameron and Co.; Richard Nicholson and Sons; Caledonia Steamship Company, Limited; W. and R. Thomson. (Bedouin Steam Navigation Company); Greenshields, Cowie and Co.; Thos. and Jas. Harrison; A. Holt, (Ocean Steamship Company); Crow, Rudolf and Co.; Birkenhead Shipping Company, Limited; Steamship Albany Company, Limited; William Thomas and Co.; W. Tapscott and Co.; Eills and Co.; Hume, Smith and Co.; Thomlinson, Thomson and Co.; A. Gibson and Co.; Joseph Hoult; W. H. Dixon; G. M. Steeves; R. Conaway and Co.; Layborn and Legge; James M. Wood; William Jacks; R. P. Houston and Co.; C. W. Pollexfen and Co.; Jackson, Metcalf and Co.; Taylor, Abrahams and Co.; George Smith and Sons. (City Line): P. Henderson and Co.; Henderson Brothers. (Anchor Line); Cayzer, Irvine and Co. (Clan Line); Raeburn and Verel; Smith and Service; Turnbull, Martin and Co.; Renton and Co.; Allan C. Gow and Co.; Robt. Mackill and Co.; Neil McLean

and Co.; Jas. Gardiner and Co.; Prentice, Clapperton and Co.; Burrell and Sons; J. and J. Macfarlane; Baird and Brown; P. H. Dixon and Co.; Hugh Hogarth; Walker, Donald and Co.; Macbeth and Gray; Greenock Steamship Company, Limited; Adam Hamilton and Co.; Leitch and Muir; Rebecca Steamship Company, Limited; Wm. Thomson and Co.; Seater, White and Co: John Warrack and Co.; F. F. Reid;

INDIA OFFICE, S.-W., *20th May*, 1885.

SIR,—I am directed by the Secretary of State for India to acknowledge receipt of your letter of the 30th ultimo, submitting a Memorial signed by certain Companies and other firms engaged in the Shipping Trade between this country and India, urging the deepening of the Inner Harbour at Aden so as to enable vessels of deep draught to enter, remain afloat, and leave at all states of the tide.

In reply I am instructed by Lord Kimberley to acquaint you, for the information of the Memorialists, that the subject of the improvement of Aden Harbour has lately been before him, and that he has recently requested the Government of India to consider the steps necessary for establishing a Harbour Trust for the Port in question on which the commercial community shall be suitably represented, and to which shall be entrusted the duties of administering the Port Funds and carrying out needful improvements.

I am to add that, in forwarding a copy of the Memorial to the Government of India, Lord Kimberley will suggest that, should there be any delay in establishing a Port Trust, the authorities at Aden might be instructed to proceed as early as practible with such dredging operations as may appear to be requisite,—I am, &c.,

J. K. CROSS.

C. M. NORWOOD, Esq., M.P., etc., etc., etc.
House of Commons.

APPENDIX AA.

REDUCTION OF HARBOUR DUES AT MAURITIUS.

ORDINANCE No. 18 OF 1884-85.

AN ORDINANCE ENACTED BY THE GOVERNOR OF MAURITIUS AND ITS DEPENDENCIES, WITH THE ADVICE AND CONSENT OF THE COUNCIL OF GOVERNMENT THEREOF.

To reduce the Harbour Dues and to amend and consolidate the laws relative thereto.

I assent,

J. POPE HENNESSY.

10*th February*, 1885.

Whereas it is expedient to reduce certain harbour dues levied and collected in Port Louis, and to consolidate the laws relative to such dues ;

Be it therefore enacted by His Excellency the Governor with the advice and consent of the Council of Government, as follows :—

1.—The following dues shall in future be levied on vessels entering or leaving the harbour of Port Louis :—

(1). PILOTAGE.

	Rs.	C.
a. For pilotage inwards, and mooring :—per ton of register	0	12
b. For unmooring, and pilotage outwards :—per ton of register	0	12
c. For the pilotage, mooring, and unmooring of any Steam-Vessel receiving a subsidy from this Colony for the carriage of mails :—		
If the mail-service be monthly :—per month	75	00
If the service be fortnightly :—per month ...	150	00
d. For the pilotage inwards and mooring, of any Steamer entering the harbour merely for the purpose of taking coals, provisions, or water :—per ton of register ...	0	03
e. For the unmooring and pilotage outwards of any such Steamer :—per ton of register	0	03

(2) TOWAGE.

a. For every vessel not above 100 tons...	20	00
b. For every vessel above 100 tons and not exceeding 200 tons	25	00
c. For every vessel above 200 tons and not exceeding 400 tons :—per ton of register	0	15

Note.—The Harbour Dues under this Ordinance, represent, on the whole, a reduction of fully fifty per cent. in the former charges.

	Rs. C.
d. For every vessel above 400 tons :—Sixty rupees for the first 400 tons, and, for every ton in excess of 400 tons..	0 05

(3) ANCHORAGE.

a. For every vessel breaking bulk or receiving cargo :— per ton of register	0 20*

* The total amount charged under this head shall not exceed one-hundred-and-fifty rupees.

b. For every vessel trading with Madagascar, Reunion or the Dependencies of Mauritius :—per ton of register...	0 07†

† This charge not to be levied more than twice a year.

c. For every vessel neither breaking bulk nor receiving cargo :—per ton of register	0 05‡

‡ The total amount charged under this head shall not exceed seventy-five rupees.

d. For moving any vessel from one berth to another in the harbour :—per ton of register	0 05§

§ The total amount charged under this head shall not exceed thirty rupees.

e. For swinging any vessel alongside of a hulk	10 00
f. For re-mooring any vessel	10 00
g. For any vessel remaining swung on warps above 24 hours ; or above 48 hours when the Harbour Master has certified in writing that the vessel was prevented by unfavourable winds from leaving the harbour at the end of 24 hours after having been swung :—	
If under 100 tons :—per diem	10 ...
If of 100 tons or more :—per diem	30 ...

(4) HIRE OF CHAINS, ANCHORS, AND BOATS.

a. For every Vessel not above 150 tons :—	
One Anchor, per diem	0 50
„ Chain, per diem	0 50
b. For vessels above 150 tons :—	
One Anchor, per diem	1 25
„ Chain, per diem	1 25
c. For the use of mooring-chains or anchors placed around Trou Fanfaron :—	
For each vessel not above 100 tons :—per diem ...	0 50
For each vessel above 100 tons and not above 400 tons :— per diem	1 ...
For each vessel above 400 tons :—per diem	2 ...
d. For the use of a Launch (manned) :—per diem ...	15 ...

2.—No anchorage-dues shall be charged on vessels entering the harbour in distress, or for repairs, if they do not break bulk, or receive cargo; or if they discharge cargo solely for the purpose of repairs and the whole of such cargo be re-shipped—except such portion thereof as may be condemned as being damaged.

No anchorage-dues shall be charged on Steamers or other vessels receiving a subsidy from the Colony for the carriage of mails, or

chartered either by the Imperial or the Local Government for any other purpose.

No pilotage or anchorage dues shall be charged on the following vessels :—

(*a*) British or Foreign Men-of-War or Transports or vessels belonging to the Government of Mauritius.

(*b*) Vessels breaking bulk at the Bell-Buoy, and discharging cargo to the extent of not more than 25 tons, or landing not more than 5 horses, mules, donkeys, or horned cattle ; or 20 sheep, pigs, or goats.

(*c*) Immigrant vessels landing Coolies or surplus-stores from Bell-Buoy.

(*d*) Vessels touching at Port Louis without entering the Harbour, on their way to some other port.

3. The charges hitherto levied on port-clearances are hereby abolished.

4.—All Vessels abandoned in the harbour and sold, shall either be broken up or fitted for sea within six months from the date of sale, subject to a charge of Rs. 10 per diem for every day that every such vessel shall remain not broken up or not fitted for sea after the lapse of six months.

5.—The owners of vessels abandoned in the harbour shall be bound to have a keeper and two men on board of each such vessel, and to moor it securely with four bower-anchors—two a-head and two astern— in such situation as shall be pointed out by the Harbour Master. Any such owners failing to comply with the provisions of this Article shall be subject to a penalty not exceeding Rs. 500.

6.—For the purposes of levying the dues imposed by this ordinance the tonnage of a vessel shall be deemed to be the tonnage denoted in the certificate of registry or other national papers of the vessel, whenever such vessel shall be of British nationality, or of any foreign country touching which a Royal Order in Council made by viture of the Merchants Shipping Act Amendment Act, 1882, shall have directed that the vessels of such foreign country shall be deemed to be of the tonnage denoted in their certificates of registry or other national papers.

7.—In regard to Vessels not within the scope of the provisions of the last preceding Article, the tonnage shall, for the levying of the dues imposed by this Ordinance, be ascertained by measurement, as directed by Article 1 of Ordinance 18 of 1871 ; and all the provisions of the said Article shall apply to such Vessels.

8.—The Governor in Executive Council shall have power to remit or to reduce the Harbour-Dues chargeable on any vessel under this Ordinance.

9.—The dues leviable under this Ordinance shall be levied by and paid to the Collector of Customs.

10.—The following laws are hereby repealed :—

(1) Ord. 6 of 1852 ;
(2) Ord. 32 of 1852 ;
(3) Ord. 38 of 1875 ;

(4) Sections *a* to *g* inclusive of Schedule C appended to Ordinance 19 of 1877 ;
(5) Ord. 45 of 1882 ;
(6) Ord. 18 of 1883.

11.—This Ordinance shall be styled "The Harbour Dues Reduction Ordinance, 1884-85."

12.—This Ordinance shall come into effect from the day of its publication.

Passed in Council at Port Louis, Island of Mauritius, this Third Day of February, One thousand Eight hundred and Eighty-five.

G. LUMGAIR,
Secretary to the Council of Government.

Published by order of His Excellency the Governor.

CHAS. BRUCE, Colonial Secretary.

LOCAL LIGHT DUES.

By a Proclamation of the 14th instant, the above Dues have been reduced from Re. 0·09 per ton to Re. 0·05.

21st February, 1885.

APPENDIX BB.

PROPOSED LOAD-LINE FOR STEAMERS LEAVING BOMBAY DURING THE MONSOON MONTHS.

No. 201 of 1885,

MARINE DEPARTMENT,
BOMBAY CASTLE, 17*th September*, 1885.

From the SECRETARY to GOVERNMENT, to the SECRETARY BOMBAY CHAMBER of COMMERCE.

SIR,—I have the honor to forward for the information of the Chamber of Commerce the accompanying copy of Government Resolution No. 332, dated 27th July last, as also a copy of the list and Load-line certificate therein referred to, shewing the vessels to which free-boards have been assigned as agreed upon between the Board of Trade and the owners.

2. I beg also to forward the accompanying copy of a letter from the Port Officer, Bombay, No. 2963, dated 7th instant, from which it will be seen that, for the reasons therein given, he recommends extending the application of the scale for vessels leaving the Port of Bombay bound eastward on foreign voyages during the S. W. Monsoon, by allowing the height of free-board agreed upon between the Board of Trade and the several owners for the ordinary winter time, to such vessels as leave this port say between the 20th May and 20th September in each year.

3. Before, however, arriving at any decision in the matter, I am directed to request you will have the goodness to favour Government with the opinion of the Chamber on the subject,—I have, &c.,

M. W. WILLOUGHBY, Colonel,
Secretary to Government.

No. 332.

SHIPS AND BOATS,
CERTIFICATES OF FREE BOARDS.

MARINE DEPARTMENT,
BOMBAY CASTLE, 27*th July*, 1885.

MEMORANDUM from the REVENUE DEPARTMENT, No. 5862, dated 20*th July*, 1885.

Forwards for disposal a memorandum by J. E. O'Conor, Esquire, Assistant Secretary to the Government of India in the Department of Finance and Commerce, No. 1727, dated 3rd instant, communicat-

ing the following copy of a despatch from the Secretary of State for India (Statistics and Commerce), No. 56, dated 28th May last, together with six copies of the enclosures referred to in para 1 of the despatch :—

"I forward herewith 24 copies of a list of vessels to which free-boards have been assigned by the Board of Trade, together with a specimen of the form of certificate which has been issued to the owner in each case."

"2. These have been received from the Board of Trade who have suggested that the authorities at the principal Indian ports should be furnished with copies of the list to enable them to judge whether in any case the ships in question may be deemed to be overloaded."

RESOLUTION.—To be communicated, with a copy of the enclosures, to the Departments concerned for information.

M. W. WILLOUGHBY, Colonel,
Secretary to Government.

No. OF CERTIFICATE.

FREE-BOARD—FORM H.

LOAD-LINE CERTIFICATE,

ISSUED BY THE BOARD OF TRADE, *April*, 1885.

Steamship
Port of Registry
Official No.

This is to certify that the position of the load-line disc of this steamship has been agreed on between the Board of Trade and the Owners :—

The distance between the centre of the disc and the deck line immediately above it is to be maintained at feet inches (feet in :) in salt water and is marked for summer weather. In winter weather, other than in the North Atlantic, the centre of the disc is to be (in :) inches out of the water, in salt water ; and in winter weather, in the North Atlantic, it is to be (in :) inches out of the water.

Signed, by order of the Board of Trade, this day of 188 .

Assistant Secretary.

N.B.—The responsibility must rest with the Owner and their servants so to distribute the cargo or, if necessary, so to ballast the ship as to render her stable when loaded to the free-board above indicated. This certificate is to be sent to sea with the ship. The out line of the disc is to be permanently marked on both sides of the ship with a centre punch or cold chisel. The penalty for altering the position of the disc is £100 ; and for not keeping it plainly marked in a light colour on a dark ground, or in a dark colour on a light ground is £100. The penalty for immersing the centre off the disc in salt water is £100.

No. 2963 OF 1885.

PORT OFFICE,

BOMBAY, *7th September*, 1885.

From the PORT OFFICER, Bombay, to the SECRETARY to GOVERNMENT, Marine Department.

SIR,—With reference to Government Resolution, Marine Department, No. 332, dated 27th July last, forwarding a List of Vessels to which free-boards have been assigned as agreed upon between the Board of Trade and the owners together with a specimen of Load-line certificate (Free-board form H) attached thereto, I have the honor to submit for the consideration of Government the desirability of extending the application of the scale for vessels leaving this Port bound Eastward on foreign voyages during the S. W. Monsoon Season, say between the 20th May and 20th September in each year, and that the height of free-board shown in the tables to have been agreed upon between the Board of Trade and the several owners for the ordinary winter time, should be allowed for the period embraced between the above dates.

2. The weather which prevails in the Northern part of the Indian Ocean between the Meridians of Bombay and Cape Gordafiu at the season indicated, is of a stormy and violent character, and vessels leaving the still waters of the Prince's Dock are within a couple of hours and before they reach the limits of the Port exposed to, and have to encounter stormy winds and high violent seas, which I have been assured by many experienced Commanders, are of little, if any less formidable nature than those ordinarily encountered in Atlantic storms, and seldom a season passes without casualties occurring to vessels that have left this port which it is presumed possibly might have been avoided if they had been less deeply laden.

3. Should Government be disposed to entertain favorably the suggestion submitted in the 1st para : here of, it may be considered desirable to obtain the opinion of the Chamber of Commerce on the subject, and in the event of it being finally decided to adopt the recommendation the Board of Trade might be moved to endeavour to come to an agreement with the owners to the effect indicated.

4. I have supplied myself from time to time with several publications dealing with the subject of Load-line, but much controversy has been maintained, and I am not perfectly clear as to what rules have been used in framing the scales now received. I also learn from current literature that the Load-line Committee which has been deliberating on the subject in England has recently issued its report of which I shall be glad to be supplied with a copy, as also with full information as to the definite rule which has been adopted by the Board of Trade for calculating the free-board to be allowed for ships during the summer and winter months respectively in order to guide the surveyors at this Port in accordance therewith whenever necessity arises.—I have, &c.,

HENRY MORLAND,
Captain, I. M., Port Officer of Bombay.

BOMBAY CHAMBER OF COMMERCE, *29th September*, 1885.

To the SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 201 of 17th instant, forwarding, for the information of the Chamber, Government Resolution No. 332, as also accompanying papers relating to a proposed Load-line for steamers leaving this port between 20th May and 20th September.

In reply, the Committee desire me to say that before giving a definite opinion on the question submitted, it will be necessary for Agents here to consult their principals at home, and some time must therefore elapse before a reply can be given.

In the meantime it would facilitate matters if Government could supply the Chamber with a dozen copies of the list of vessels.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER of COMMERCE, *23rd November*, 1885.

DEAR SIRS,—By direction of the Committee of the Chamber, I beg to hand you copies of correspondence with reference to fixing a load-line for vessels trading to this Port; and shall feel obliged by your expressing your views thereon after you have consulted your principals at home.—I remain, &c.,

JOHN MARSHALL, Secretary.

To

Messrs. W. & A. Graham & Co.
" Mackinnon, Mackenzie & Co.
" Edward Bates & Co.
" Sir Charles Forbes & Co.
" Finlay, Muir & Co.
" Killick, Nixon & Co.
" J. P. Mackintosh & Co.
" McCulloch & Co.
" Beyts, Craig & Co.
The Superintendent, P. & O. S. N. Co.

APPENDIX CC.

BILL TO AMEND THE LAW RELATING TO THE CARRIAGE OF PASSENGERS BY SEA.

No. 83 OF 1885.

BOMBAY CASTLE, 10*th January*, 1885.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward herewith copy of a Bill to amend the law relating to the carriage of passengers by sea, with Statement of Objects and Reasons, and to request you will be so good as to favour Government with the opinion of the Bombay Chamber of Commerce on the provisions of the Bill on or before the 5th proximo.—I have, &c.,

J. MONTEATH,
Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

Act II of 1860 declares certain parts (namely, sections 52, 53 and 54) of the English Passengers Act, 1855, (18 and 19 Vic., cap. 119) to to be applicable to the carriage of passengers upon voyages from the ports of Calcutta, Madras and Bombay to the colonies of Mauritius, Jamaica, British Guiana, Trinidad, St. Lucia and Grenada, and from ports in British India to ports in the Red Sea or Persian Gulf. The colonies mentioned were the places to which emigration was then lawful. Since 1860, emigration to the colonies of Fiji, Natal, Reunion, St. Croix, Guadeloupe, Martinique, Dutch Guiana, St. Vincent, Nevis and St. Kitts has been sanctioned. With respect, however, to voyages to places not specified in Act II of 1860, that Act gives no power to any authority to recover expenses incurred in forwarding shipwrecked passengers to their destination and in maintaining them until they are so forwarded. At present, therefore, the voyages to which the Act does not apply are more numerous than those to which it does.

2. Again, the Act, as it stands at present, is, if strictly constructed, inapplicable to the conditions under which emigration from India is usually conducted. Section 3 of the Act, following section 53 of the English Passengers Act, 1885, runs as follows:—"If any passenger * * * find himself within any colonial or foreign port or place other than that at which *he may have contracted to land, &c.*" But as a rule, emigrants from India do not themselves contract with the owners or charterers of the vessels in which they emigrate. In all cases falling under the Indian Emigration Act VII of 1871 (or which may fall under the Indian Emigration Act XXI of 1883, when

that Act is brought into force) the contract is made by a recruiter for the colony importing labour, under the supervision of the Protector of Emigrants. Emigrants despatched in this way are therefore technically excluded from the provisions of Act II of 1860. A similar difficulty appears to have arisen in England, and to have been met by an amendment of the law. Section 12 of the English Passengers Act Amendment Act, 1863 (26 and 27 Vic., cap. 51), repeals section 53 of the English Passengers Act, 1855, and section 15 of the former Act substitutes for the words "other than that at which he may have contracted to land" the words "other than that for which the ship was originally bound, or at which he or the Emigration Commissioners, or any public officer, or other person on his behalf, may have contracted that he should land."

3. These two defects in the Act came to notice in connection with the following occurrence. In the end of April last, the steamer *Laleham*, carrying emigrants from Calcutta to Dutch Guiana, grounded off Ceylon, and was compelled to land her passengers at Trincomalee. The *Laleham* returned to Calcutta, where she was examined by the Engineer-Surveyor to the port, and reported "unseaworthy and unfit to proceed to sea without serious danger to human life". The Agents of the *Laleham* at first proposed to substitute another vessel, but subsequently declined to do so, offering merely to have the *Laleham* repaired at Calcutta, and to fulfil her charter-party by re-embarking the coolies at Trincomalee and taking them on to Surinam.

The Advocate General of Bengal, on being consulted, was of opinion that action could be taken under Act II of 1860, and that the matter would be governed by the charater-party. Surinam, he said, being in Dutch Guiana, is not a place to which Act II of 1860 applies. He thought further that the English Passengers Act Amendment Act, 1863, would be construed strictly, and according to such construction he did not think that the words of section 3 of Act II of 1860 would cover the brake-down in a voyage to which that Act applied, in any case other than that in which the passenger had himself contracted.

Under these circumstances legislation seems necessary in order to bring Act II of 1860 into conformity with the present system of emigration and the English Passengers Act Amendment Act, 1863.

The present Bill has accordingly been prepared. It repeals and re-enacts Act II of 1860 with the necessary amendments. Section 3 of the present Bill declares the subsequent provisions of the Bill (being parts of the English Passenger Act, 1855, as amended by the Passengers Act Amendment Act, 1863) to be applicable to all voyages to certain specified colonies and places, which are, in fact, the colonies and places to which under the existing law emigration is now lawful or is likely to be legalized; and in sections 5 and 6 the amendments made by the English Passengers Act Amendment Act, 1863, in sections 53 and 54 of the English Passengers Act, 1855 (which formed sections 3 and 4 of Act II of 1860) are incorporated with some slight modifications so as to adapt them to this country.

C. P. ILBERT.

The 5th December 1884.

A BILL TO AMEND THE LAW RELATING TO THE CARRIAGE OF PASSENGERS BY SEA.

Whereas by section 99 of an Act of the Imperial Parliament called "the Passengers Act, 1855," it is enacted that "it shall be lawful for the Governor General of India in Council, from time to time, by any Act or Acts to be passed for that purpose, to declared that this Act or any part thereof shall apply to the carriage of passengers upon any voyage, from any ports or places within the territories of British India, to be specified in such Act or Acts, to any other places whatsoever, to be also specified in such Act or Acts;" and it is thereby also enacted that "on the passing of such Indian Act or Acts, and whilst the same shall remain in force, all such parts of this Act as shall be adopted therein shall apply to and extend to the carriage of passengers upon such voyages as in the said Indian Act or Acts shall be specified. The provisions of such Indian Act shall be enforced in all Her Majesty's possessions in like manner as the provisions of this Act may be enforced;"

And whereas certain parts of this said Act of Parliament were by Act II of 1860 (*to amend the law relating to the carriage of passengers by sea*) made applicable to the carriage of passengers upon certain specified voyage;

And whereas by an Act of the Imperial Parliament called "the Passengers Act Amendment Act, 1860," certain parts of the Passengers Act, 1855, which were so made applicable have been amended, and it is provided that the said Acts of the Imperial Parliament shall be construed together as one Act;

And whereas it is expedient that the amendments so made in the Passengers Act, 1855, should also be made in the parts of that Act so made applicable, and it is also expedient to apply those parts so amended to the carriage of passengers upon certain voyages not specified in Act II of 1860;

It is hereby enacted as follows:—

1. (1) This Act may be called the Indian Sea Passengers Act 1885: and

(2) It shall come into force on the first day of March, 1885.

2. On and from the day on which this Act comes into force, Act II of 1860 (*to amend the law relating to the carriage of passengers by sea*) shall be repealed.

3. The provisions contained in sections 4, 5 and 6 of this Act, and the schedule hereto annexed (being parts of the Passengers Act, 1855, as amended by the Passengers Act Amendment Act, 1863), are declared applicable to the carriage of passengers upon the following voyages, namely:—

(*a*) Voyages from the ports of Calcutta, Madras and Bombay to the British Colonies of Mauritius, Jamaica, British Guiana, Trinidad, St. Lucia, Grenada, St. Vincent, Natal, St. Kitts, Nevis and Fiji;

(*b*) Voyages from the ports of Calcutta, Madras and Bombay to the French Colonies of Reunion, Martinique, Guadeloupe and its dependencies and Guiana;

(*c*) Voyages from the ports of Calcutta, Madras and Bombay to the Netherlands colony of Dutch Guiana;

(*d*) Voyages from the ports of Calcutta, Madras and Bombay to the Danish colony of St. Croix;

(*e*) Voyages under the Native Passenger Ships Act, 1876, from Calcutta, Madras, Bombay, Karachi, Rangoon and other ports in British India to the Straits Settlements, to the protected Native States adjoining the Straits Settlements, to Australia, and to ports in the Red Sea or Persian Gulf.

4. If the passengers upon any such voyage as is specified in the last preceding section are taken off from the ship carrying such passengers, or are picked up at sea from any boat, raft or otherwise, it shall be lawful, if the port or place to which they shall be conveyed is in any of Her Majesty's colonial possessions, for the Governor of such colony, or for any person authorized by him for the purpose, or, if in any foreign country, for Her Majesty's Consular officer, at such port or place therein, to defray all or any part of the expenses thereby incurred.

5. If any passenger of any such passenger-ship as aforesaid, without any neglect or default of his own, finds himself within any colonial or foreign port, or place other than that for which the ship was originally bound, or at which he, or the Emigration Agent, or any public officer or other person on his behalf, has contracted that he should land, it shall be lawful for the Governor of the colony, or for any person authorized by him for the purpose or for Her Majesty's Consular officer at the foreign port or place, as the case may be, to forward the passenger to his intended destination, unless the master of the ship, within forty-eight hours of the arrival of such passenger, gives to the Governor or Consular officer, as the case may be, a written undertaking to forward or carry on within six weeks thereafter the passenger to his original destination, and unless the master accordingly forwards or carries him on within that period.

6. (1) All expenses incurred under the last two preceding sections, or either of them, by or by the authority of a Governor or Consular officer, or other person as therein respectively mentioned, including the cost of maintaining the passengers until forwarded to their destination, and of all necessary bedding, provisions and stores, shall become a debt to Her Majesty and Her successors from the owner, charterer and master of the ship, and shall be recoverable from them, or from any one or more of them, at the suit and for the use of Her Majesty, in like manner as in the case of other Crown debts.

(2) A certificate in the form given in the Schedule hereto annexed, or as near thereto as the circumstances of the case will admit, purporting to be under the hand of any such Governor or Consular officer (as the case may be), stating the total amount of the expenses, shall, in any suit or other proceeding for the recovery of the debt, be received in evidence without proof of the handwriting or of the official character of the Governor or Consular officer, and shall be deemed sufficient evidence of the amount of the expenses, and that the same were duly incurred;

nor shall it be necessary to adduce on behalf of Her Majesty any other evidence in support of the claim, but judgment shall pass for

the Crown, with costs of suit, unless the defendent specially pleads and duly proves that the certificate is false or fraudulent, or specially pleads and duly proves any facts showing that the expenses were not duly incurred:

Provided, nevertheless, that in no case shall any larger sum be recovered on account of the expenses than a sum equal to twice the total amount of passage-money received or due to and recoverable by or on account of the owner, charterer or master of the passenger-ship or any of them from or on account of the whole number of passengers who may have embarked in the ship; which total amount of passage-money shall be proved by the defendent if he will have the advantage of this limitation of the debt: but if any such passengers are forwarded or conveyed to their intended destination under the provisions of the last preceeding section, they shall not be entitled to the return of their passage-money, or to any compensation for loss of passage.

THE SCHEDULE.

Form of Governor's or Consul's Certificate of expenditure in the case of Passengers shipwrecked, &c.

(*See Section* 6.)

I hereby certify that acting under, and in conformity with, the provisions of the Indian Sea Passengers Act, 1885, I have defrayed the expenses incurred in rescuing, maintaining, supplying with necessary bedding, provisions and stores (*a*), and in forwarding to their destination passengers who were proceeding from to in the passenger ship which was wrecked at sea, &c., (*b*)

[(*a*). N. B.—1. If more passengers were rescued than forwarded, or if bedding, &c., was not supplied, alter the certificate to suit the facts of the case.

(*b*). N. B.—2. State generally the nature of the disaster and where it occurred. But if the passengers were only left behind without any default of their own, state the fact accordingly.]

And I further certify, for the purposes of the sixth section of the said Indian Sea Passengers Act, 1885, that the total amount of such expenses is , and that such expenses were duly incurred by me under the said Act.

Given under my hand this day of , 18 .

Governor of &c., (or, as the case may be), Her Britannic Majesty's Consul at

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BOMBAY CHAMBER OF COMMERCE, *29th January*, 1885.

The UNDER-SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, No. 83, of the 10th instant, forwarding a copy of a Bill to amend the law relating to the carriage of passen-

gers by sea, with Statement of Objects and Reasons, and requesting that Government may be favored with the opinion of the Chamber of Commerce on the provisions of the Bill.

After careful consideration in Committee, the Chamber is of opinion that the Bill calls for no special notice with the one exception of the last paragraph of Section 6, clause 2, which is as follows :—

"Provided, nevertheless, that in no case shall any larger sum be recovered on account of the expenses than a sum equal to twice the total amount of passage-money received or due to and recoverable by or on account of the owner, charterer or master of the passenger-ship or any of them from or on account of the whole number of passengers who may have embarked in the ship ; which total amount of passage-money shall be proved by the defendant if he will have the advantage of this limitation of the debt ; but if any such passengers are forwarded or conveyed to their intended destination under the provisions of the last preceding section, they shall not be entitled to the return of their passage money, or to any compensation for loss of passage."

The Chamber is of opinion that the word "twice" should be omitted from the clause, as it seems unfair that the owners, charterers, or Captain should, after possibly losing all passage-money in the first instance, be liable to such a serious responsibility as a further amount that may be equal to twice the sum of said passage-money, through an accident over which none of them might have any control. The result of such an enactment could only be to induce charterers and others engaged in the pilgrim business to hold for a larger margin of profit on their transactions to provide against such a possible loss, and so tend to obstruct the trade generally.—I have, &c.,

F. FORBES ADAM, Chairman.
JOHN MARSHALL, Secretary.

APPENDIX DD.

TELEGRAPH CONVENTION.

No. 240 T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS—TELEGRAPH.

FORT WILLIAM, 16*th December*, 1885.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of P. W. Department letter No. 292 T, dated 18th December, 1884, to your address, I am directed to state for the information of the Chamber that the revised rules for International Telegrams necessitated by the changes effected at the late Berlin Conference, will shortly be published in the *Gazette of India*; and that the results of the Conference have been to secure a reduction on the rates between India and Europe; and that no regulations have been carried which would entail alterations in existing Codes.—I have, &c.,

G. F. L. MARSHALL, Major, R. E.,
Under-Secy. to the Govt. of India.

APPENDIX E E.

THE ADOPTION OF UNIFORM WEIGHTS AND MEASURES IN THE CENTRAL PROVINCES.

No. 62 A.

February, 1885.

From J. B. FULLER, Esq., Director of Agriculture, Central Provinces, to the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to address you on the subject of introducing uniformity into the measures in use in these Provinces. The Chief Commissioner is prepared to lend the influence of Government towards the introduction of uniformity, should it be proved that it would result in a substantial benefit to trade, and I have been directed to collect information on this point.

2. The measures at present in use are, as you are aware, of extreme diversity in different places. I have collected a mass of statistics in proof of this, but it seems needless to quote from them, since the differences must be well known to you. I have always understood that this desirability in the measures locally used for the purchase and sale of grain necessitates elaborate calculations which are of no little inconvenience. I should, however, be glad to learn definitely from you whether this is the case or not, and if so how far these calculations would be rendered unnecessary were a single standard measure brought into adoption. I understand that these calculations are necessitated not only by the differences in local measures, but also by the variations in the weight of grain at different seasons. So far as the result from the latter cause they would not be effected by the adoption of a single measure. The adoption of a single measure would therefore not render all calculations unnecessary, but only certain of them. The question is then—would it simplify matters sufficiently to be worth an effort?

3. If it be decided to introduce a single measure the next point for decision is—what is the measure to be? From the information which I possess it appears that the *minor measure* which would most nearly harmonize with those in present use would be one containing exactly 100 tolas of hard wheat measured in the dry season. This would agree very nearly with the *paili* of some districts. My first thoughts were of the *litre*, but this contains only 70 tolas of wheat and would, I think, be too small. The principal derivative of the 100 tolas *paili* would be the *kuro* of eight pailis or 800 tolas, equal to a weight of 10 Indian seers.

4. After all however, the promulgation of a single measure of capacity seems to be only a half measure. Grain is, I understand, sold in Bombay by weight, and any system must therefore be incomplete under which it is bought by measure. I should then be glad to learn your opinion as to the introduction of weighment instead of

measurement, as has been effected at Jabalpur and throughout the N. W. Provinces. The standard of weighment would of course be the seer of 80 tolas. I should like to hear from you not only whether the substitution of weighment for measurement would be a distinct advantage or no, but also whether in your opinion much, or any, opposition to such substitution is to be expected from the trading classes.

5. I beg for an early reply to this letter.—I have, &c.,

J. A. AUGUST, Superintendent
For Director of Agriculture, C. P.

BOMBAY CHAMBER OF COMMERCE, 21*st February*, 1885.

J. B. FULLER, Esq., Director of Agriculture, Central Provinces.

SIR,—I have the honor to acknowledge the receipt of your letter No. 62*a* on the subject of weights and measures in use in the Central Provinces, which I at once laid before the Committee of management of the Chamber.

In reply, I am directed to say that the movement to introduce uniformity is one which will have their cordial support in every way, as the diversity of measures now in use is not only an inconvenience, but a positive deterrent to direct trade with the districts.

The Committee further agree with you that the adoption of an uniform measure of capacity for grain would be but a partial step towards improvement. All mercantile transactions in grain in Bombay, and, indeed, throughout the civilized world, are regulated by weight, and for the merchant who has to buy on one hand by measure and on the other sell or export by weight, it is not merely a question of calculation which is involved, but the business is rendered risky and uncertain by the impossibility of forming a reliable estimate of out-turn. In making a change, therefore, the Committee unhesitatingly recommend that the principal of weight be at once adopted. An alteration of any kind would be sure to meet with opposition at the outset from one section or other of the native trading community, and probably the difficulties attendant on the substitution of one measure of capacity for another would be little less than what would be met by an entire change to weighment.

As to the weight for adoption, there can, the Committee

think, be no doubt that the maund consisting of 40 seers of 80 tolas each, would be the most suitable. Its use by the railways has rendered it familiar in every part of the country, and it would afford a basis of uniformity with the North-West Provinces.

The Committee request me to add that they will be happy to render you any assistance in their power towards the furtherance of the object in view if you can indicate any manner in which their influence can be made of service.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 651 of 1885.

SECRETARIAT, NAGPUR, *2nd November*, 1885.

DEAR SIR,—You may perhaps remember the correspondence which passed between us on the subject of substituting weighment for measurement in the grain markets of these Provinces.

I have the pleasure to enclose a copy of a letter recently issued which will show you what steps the Chief Commissioner has determined to take by way of breaking ground towards this reform. The orders apply to the towns of Nagpur and Wardha as well as to the four named in the letter.

It is absolutely essential to the success of the scheme that it should receive the active support of the leaders of the mercantile community, and I venture to hope that you will kindly assist us in getting this support through the influence of the Chamber of Commerce.—I remain, &c.,

J. B. FULLER.

From Mr. J. B. FULLER, C.S., Officiating Junior Secretary to the Chief Commissioner, Central Provinces, to the Commissioner, Nerbudda Division, dated Nagpur, 26th October 1885.

SIR,—The Chief Commissioner has for some time past had under consideration the advisability of making an attempt to substitute weighment for measurement in the grain markets of these provinces. His attention has been called by several leading mercantile firms to the great disadvantages resulting from the system of measurement which is in force in all markets of the provinces except Kamptee and a few in the Jubbulpore district. The first objection to this system arises from the great diversity which obtains between the measures in use in different markets. This could be met no doubt by the substitution of a single standard measure of capacity for the various ones now used. But Mr. Crosthwaite is of opinion that this reform would be a very incomplete one and would only remove one out of

many drawbacks to the present system. Grain is sold by weight in Bombay and charged for by weight by railway companies. The difficulties which result from purchasing by measure would only partly be removed by the introduction of a standard measure. The same measure will hold a very different weight of one kind of wheat to what it will hold of another kind, and moreover the weight of its contents vary very greatly at different seasons of the year. Hence intricate calculations are necessary in purchasing by measure a given weight of grain.

The Chief Commissioner has therefore determined to make an attempt to subsitute weighing for measurement in the principal grain markets of provinces. Opinions are in favour of the adoption of the seer of 80 tolas as the standard weight. This is exactly equivalent to two English pounds and will serve therefore to measure a cwt. as well as a maund. Moreover the freight tariff of the Great Indian Peninsula Railway is based on the maund of 40 seers, each seer being equal to 80 rupees. In the markets of Jubbulpore and Kamptee this seer is already in force, and the weight in common use is the *panseri*. The scales which are made use of in weighing with the *panseri* are simply constructed of bamboo and string and can be made anywhere. All that Government need concern itself with is the supply of weights.

3. The markets into which Mr. Crosthwaite wishes the introduction of weighing first attempted in your division are those of Kareli, Gadarwara, Hoshangabad and Hurda. In the three first named towns there is under the orders of the Municipal Committee a body of licensed weighmen, through whose agency the reform may be conveniently carried out. In Hurda there are no licensed weighmen, but looking at its great importance as a centre of export Mr. Crosthwaite is desirous of bringing it within the scheme, especially as the agents of the European firms, which do business there, have promised their assistance. If it is found difficult to bring about the reform without licensed weighmen, Mr. Crosthwaite will be glad to consider proposals for their introduction by bye-law into the town of Hurda. Sets of weights will be supplied by Government and a set will be given free of cost in exchange for each *kuro*, or measure of about the capacity of a *kuro*, which is brought up for destruction. The reform is contemplated entirely in the interests of the people, and Mr. Crosthwaite feels assured that the Municipal Committees will co-operate with Government in giving it effect. It is by enlisting the influence of the Municipal Committees on the side of the measure that it can be speedily and smoothly carried into force, and from the opinions which Mr. Crosthwaite has received from numerous native merchants whom he has consulted, he feels assured that the Municipal Committees will give every help in their power, when they realize the benefits which a system of weighment would give to the trade of the provinces.

4. I am to ask, therefore, that the Deputy Commissioners of Hoshangabad and Narsingpore may be instructed to lay the Chief Commissioner's wishes before special meetings of the Kareli, Gadarwara, Hoshangabad and Hurda Municipal Committees, and to invite their co-operation in the introduction of weights into general use Mr. Crosthwaite would be glad if one of the members of each com-

mittee would undertake to give the matter his particular attention, and would act as the representative of Government in distributing the standard weights and in getting the people to use them, occupying the position of warden of weights for his town. The introduction of the standard weights would be greatly facilitated were their exclusive use enjoined upon all licensed weighmen.

5. A supply of standard weights is shortly expected, and the Director of Agriculture will be the agent for the distribution to Municipal Committees. Each set will include.—

a 5 seer weight	=	400	tolas.
a 2 „	=	160	„
a 1 „	=	80	„
a ½ „	=	40	„
a ¼ „	=	20	„

At the commencement a set will be given free of charge to every trader or weighman, who brings in exchange a *kuro* measure or a measure representing the *kuro* in capacity. Sets may also be sold at a price of Rs. 2 each. The Director of Agriculture will have power to settle all details concerning the supply, distribution and sale of the weights, acting in communication with the person who may undertake the duties of warden of weights for each market. It will be well, if possible, that the Director of Agriculture be present at the special committee meetings at which these wishes of the Chief Commissioner are to be brought forward.

6. The weighing appliances supplied by Government will be limited to sets of standard weights, but there can be no doubt of the advantages which would result were one or two large scales set up in the principal markets for weighing grain in large quantities. It is probable that the larger firms will supply themselves with these; but the Chief Commissioner would be very glad to hear that Municipal Committees could spare funds to purchase some for general use.

7. Although it is proposed at the outset to restrict endeavours to the four towns of Kareli, Gadarwara, Hoshangabad and Hurda, Mr. Crosthwaite will be very glad to give to the Municipal Committees of any other towns the assistance offered in this letter, if they are willing to undertake the introduction of weights instead of measures in the markets under their control. It will be well if a copy of this letter be laid before every Municipal Committee in the division.—I have, &c.,

J. B. FULLER,
Officiating Junior Secretary.

BOMBAY CHAMBER OF COMMERCE, 11*th November*, 1885.

J. B. FULLER, Esq., C. S., Officiating Junior Secretary to the Chief Commissioner, Central Provinces, Nagpore.

DEAR SIR,—I have to acknowledge receipt of your letter of 2nd instant, with the accompanying copy of your circular on the introduction of weighment into the Central

Provinces. I have taken steps to bring the movement to the notice of the leading firms dealing in the produce of your districts, and have sent it to the press as the best means of making it publicly known.

The Committee of the Chamber desire me to say that they hope the movement may meet with every success.—I remain, &c.,

JOHN MARSHALL, Secretary.

APPENDIX FF.

TAXES LEVIED BY MAHAJANS ON GOODS BOUGHT AND SOLD IN WADHWAN.

No. 735 of 1885-86.

Jhalavad Prant Office,
Madhwan, C. Station, 21*st July*, 1885.

From Lieut.-Col. H. L. Nutt, Acting 1st Assistant Political Agent, Jhalavad Prant, to the Secretary Chamber of Commerce Bombay.

Sir,—I have the honour to forward for the information of your Chamber, copies of correspondence which has lately passed between the Head of the Mahajan Community in this place and myself on the subject of certain sums levied, so the Nuggur Sheth says, as contributions "towards a charity fund (for the protection and maintenance of maimed cattle, &c)," on all goods sold in this British Civil Station.

2. Although it is stated that what is levied (amounting I am informed to many thousands of Rupees per annum) is paid "voluntarily" it appears from enquiries locally made that all who desire to engage in commercial business are in reality forced to pay the demand, failing which mercantile transactions in cotton, grain, or other produce, cannot be brought about.

3. It has struck me that this levy partakes of the nature of an arbitrary tax, imposed by no recognised or legally constituted authority; that it is vexatious in its incidence, and is in a certain sense hurtful to legitimate trade.

4. Before however taking further steps in the matter, I should feel highly obliged by an expression of your valuable opinion, with any suggestions you may consider proper for repressing the tax entirely, or for legalising its imposition in a more beneficial or popular form.—I have, &c.,

H. L. NUTT, Lieut.-Col.,
Acting 1st Assistant Political Agent, Jhalavad Prant.

Memo. No. 558 of 1885.

Wadhwan Civil Station, 26*th June*, 1885.

Azam Thakarshi Dyabhai is requested to state for the information of the undersigned whether it is true or not that any fees are taken or payments made on sales of say cotton, grain, &c., &c., in this station, and such fees or payments handed over for the benefit of the Mahajans' Dharmada Fund or any other Fund.

Complaints have reached me that a secret sort of understanding exists on the subject, and that every Dokra of cotton or Kalsi or

grain is sold with a small extra sum added to its actual market value because it is necessary to pay the said sum to a Dharmada Fund.

If these complaints are groundless and no such payments are made, all well and good.

But if on the other hand it is ascertained that such payments are made, I must ask the Naggur Sett—as head of the Mahajan community in this place—to inform me by what or whose authority such a custom prevails.

The imposition of taxes of any kind whatsoever is a right which belongs to the Government alone, and private individuals even by banding or associating themselves together have no power to exercise such right. If they attempt to do so they are acting contrary to law, and unless they discontinued their illegal action serious notice would naturally have to be taken of their conduct.

I find that in 1882, Major Stace then in charge of this Prant issued a Notification alluding to this subject, but from what has been recently mentioned to me the warning he then gave publicly does not seem to have been properly understood.

It is now necessary to bring this matter to a distinct issue, and I therefore beg that Azam Thakarshi Dya will reply to this letter as soon as possible.

H. L. NUTT, Lieut.-Col.,
Acting 1st Assistant Political Agent in charge Jhalavad Prant.

9th July, 1885

To Colonel H. L. NUTT, Assistant Political Agent, Jhalavad Prant

HONOURED SIR,—With reference to your honor's Memo. No. 558 of 1885-86, dated 26th June 1885, I beg to submit as follows :—

If the complaint laid before your honor would have been communicated or shown to me and then the explanation asked for, it would have been very easy to reply to the complaint after acquainting myself of the nature of the same. Not only this, but I would have also been more able to show to your honor the cause of the complaint. But this has not been done. I have been simply asked in the form of a question, and so I have that alone to look to and submit that.

What is paid by the merchants in the station is not, in the least, in the nature of a tax imposed by authority. But the merchants voluntarily contribute a certain sum towards a charity fund (for a protection and maintenance of maimed cattle, &c)., and the Managing Sabha (Committee) utilize the sum to that very purpose.

From this your honor will find that the said action is not in the nature of a tax, but is the payment of a sum voluntarily undertaken, which is the result of the natural feelings of human compassion for the weak and helpless and not of any duty imposed upon them.

From the time this station was founded, most of the merchants have come from Wadhwan town. When they traded in Wadhwan they used to contribute to a similar Fund voluntarily as they now do

here. That they contribute to the fund now is merely a countenance of the practice they followed in Wadhwan.

This Station is not the only place where such a state of things exists. The same is to be found even in British territories at places which are emporium of trade, such as Bombay, Ahmedabad and Dholera as well as the capitals of Native States. There the merchants contribute to a similar fund. This matter being purely a private one relating to nothing but charity, neither the British Officers nor the State officials ever interfere with it, or regard it, in any way, as illegal. And so far as I can know it was only on this ground that Major Stace left off the question.

These, I hope, are sufficient to explain the question asked by your honor. Your honor, I pray, will therefore regard this matter as undeserving of interference. It will appear that if any complaint is made it must be owing only to the desire of causing obstructions and annoyance to our religion and to the charitable actions carried on.

With sentiments of profound respect.—I beg to remain, &c.,

THAKARSHI DAYABHAI.

BOMBAY CHAMBER OF COMMERCE, *30th July*, 1885.

Lieut.-Colonel H. L. NUTT, Acting 1st Assistant Political Agent, Jhalavad Prant, Wadhwan.

SIR,—I have the honour to acknowledge the receipt of your letter No. 735 of 21st instant, which with the accompanying copies of correspondence have been submitted to the Committee of the Chamber; who direct me to say, in reply, that they consider the contributions levied on goods bought and sold in the station of Wadhwan, a matter distinctly calling at least for careful enquiry, if not active interference on the part of Government.

If traders choose to subscribe mutually for any charitable object, they have of course a perfect right to do so; but from the information my Committee have been able to obtain it would appear that although these contributions are supposed to be made voluntarily, they are in reality a forced tax, which all merchants and dealers trading in Wadhwan are obliged to pay to avoid being "boycotted" in business. This tax, as you justly apprehend, is vexatious in its incidence and hurtful to legitimate trade, as it does not fall on the dealers themselves but on the consumers—a sum equivalent to the levy being without doubt regularly added to the bazaar price of all articles dealt in.

But even supposing the statement of the Mahajans is correct and that the amounts obtained are of the nature of

charitable subscriptions, there is always the danger that what is now collected in the shape of voluntary contributions may ultimately be demanded as a right established by custom. Such has been the case in Broach where the Mofussil Company, Messrs. Greaves, Cotton & Co., and Messrs. Gaddum & Co., were sued by the Mahajans for the non-payment of a similar charge originally instituted as a voluntary contribution for the maintenance of the Priests attached to certain temples in Broach. The case was decided against the Mahajans in the local subordinate judge's court, and the decision was upheld on reference to the District Judge and appeal to the High Court of Bombay; but sanction has been granted to carry the case to the Privy Council.

If such a position be assumed in a large market like Broach, where business in produce is mainly in the hands of European companies and firms, you will easily perceive how much more the Mahajans would have under their control, to the detriment of trade, a place like Wudhwan; and the Committee of the Chamber are therefore glad to see you have taken the matter in hand. They desire me to say that any assistance they can render you in following up your present action will be readily granted.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX GG.

AGRICULTURAL EXPERIMENTS AND REPORTS.

REPORT ON SPIDER SILK.

REVENUE—No. 24.

INDIA OFFICE LONDON, 26*th February*, 1885.

HIS EXCELLENCY the Right Honourable the GOVERNOR GENERAL of INDIA in Council.

MY LORD,—I forward herewith, for your information, a copy of a letter from Sir Joseph Hooker, transmitting a report by Mr. Wardle, on a sample of spider silk from Kumaon, sent to Sir Joseph Hooker by Mr. J. F. Duthie, F.L.S., Superintendent of the Government Botanical Garden at Saharunpur.—I have, &c.,

KIMBERLEY.

No. 10-R. S. & C.,

ROYAL GARDENS, KEW, 31*st December*, 1884.

From W. T. T. DYER, Esq., Secretary to the Director of the Royal Gardens, Kew, to the UNDER-SECRETARY of STATE for INDIA.

I am desired by Sir J. D. Hooker to submit to you the enclosed copies of correspondence relating to a specimen of spider silk transmitted to Kew by Mr. J. F. Duthie, F.L.S., Superintendent of the Government Botanical Garden, Saharunpur.

2. The results of the enquiries which, with the assistance of Sir George Birdwood, C.S.I., have been made into the commercial value of this substance, seem of sufficient interest to communicate to the Secretary of State in Council for the information of the Government of India.

BOTANICAL GARDEN, SAHARUNPUR, 25*th November*, 1884.

From J. F. DUTHIE, Esq., Superintendent of the Government Botanical Garden, Saharunpur, to the SECRETARY to the DIRECTOR of the ROYAL GARDENS, Kew.

By to-day's mail I am sending you some queer looking stuff, *spiders silk*. It was extremely lovely as I saw it when coming down from Almora the other day. Enormous webs of it stretched between the trees and shrubs overhanging the lake at Bhim Tal in Komaon. I saw a notice a short time ago in some paper regarding the use which might be made of these strong webs; a particular kind of a golden

yellow colour, occurring in new Zealand, was specially recommended, and in fact it had been manipulated with success as a substitute for silk. What I saw at Bhim Tal answers very much to the description of the New Zealand kind ; and if a supply is wanted for an experiment on a large scale, it could easily be obtained from this locality after the rainy season is over. In a small tin-box enclosed in the packet I am now sending are a few of the spiders, not in very good order, but I had to send for them.

* * * * * *

LEEK, 23*rd December*, 1884.

DEAR SIR,—Sir George Birdwood has written to me enclosing some spider's web and an extract from Mr. J. F. Duthie's letter. He asks me to examine this spider silk and to reply directly to you.

The following is the result of my examination :—

The fibre is evidently of a silken nature, and like silk, it is loaded with a gummy substance. In a boiling soap solution this gum or varnish dissolves, leaving the fibre apparently pure and of the nature of fibroin if not identical with it.

Eight micrometric measurements of the diameter of the fibre in different parts of the mass showed great irregularity in thickness $\left(\frac{1}{2300}, \frac{1}{2800}, \frac{1}{3500}, \frac{1}{2800}, \frac{1}{3500}, \frac{1}{3500}, \frac{1}{3500}, \frac{1}{3500}\right)$, giving an average of $\frac{1}{3100}$ inch. It has therefore a considerably finer thread or fibre than silk, Italian silk averaging in thickness $\frac{1}{2100}$ inch.

The average strength of a spider silk is proportionately greator than that of silk, a single fibre of the spider silk breaking with an average weight of 2¼ drams (Av.), whilst that of China silk breaks at 2⅛ drams.

The most curious property of this fibre is its elasticity, which is considerably greater than that of silk. 30 centimetres of it will stretch to an average length of 36·6 centimetres before breaking, while China silk will only stretch to 34 centimetres.

Like silk this spider's web silk is lustrous and has a round fibre.

Its coating of gum or varnish is disproportionate to the weight of the silk. On boiling with soap it lost 7¾ ozs. per lb., that is, 1 lb. of the spider silk discharges 7¾ ozs. of gum. With silk the proportion is much less, seldom being over 25 to 30 per cent. Before boiling in soap the spider silk was well combed to remove all the dirt possible, but a little remained.

The fibre appears to dye readily. I enclose a small pattern of it dyed, and also one as I received it, and one after boiling in soap.

I believe if it can be obtained in quantity it might be packed in bales and sent to England where it would readily find a market for being carded and spun into spun silk thread for sewing or weaving purposes.

It is difficult to estimate its marketable value. I dare say it would

at any rate realize 2s. per lb. It is rather dirty, and this would to some extent detract from its value as compared with silk waste.

I have tried to discover how many scripositors this spider has, but beyond noticing under the microscope that the fibres often run in pairs but not regularly, I am unable to trace whether there are two, as in the ordinary silk-worm, or more. Probably an examination of the spider would shew this, or an undisturbed portion of its secreted silk,—Yours truly,

THOMAS WARDLE.

REPORT ON THE MANUFACTURE OF ARROWROOT IN THE RATNAGERI DISTRICT.

No. 528 OF 1885.

POONA, 11*th May*, 1885.

From the DIRECTOR of AGRICULTURE, Bombay; to the SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have the honour to bring to the notice of Government that arrowroot from Bermuda seed has been grown and manufactured in the Ratnagiri District by one Mr. Narayan Ramchandra Gogate, a resident of Dapoli. He has brought me samples of the prepared arrowroot. He has shown me a certificate from Mr. D. S. Kemp to the effect that the "sample is the species known as Bermuda arrowroot," and another from Dr. Anna Moreshwar Kunte, Demonstrator of Anatomy, Grant Medical College, to the same effect, but with the addition—"I am glad to find that it is equal in all respects to the best species of arrowroot available." Another certificate granted by the Chief Medical Officer, Baroda State, states—"I have microscopically as well as physically examined the sample of arrowroot which, was given me by Mr. Narayan Ramchandra Gogate for examination. I am thoroughly satisfied as regard its qualities and I have no hesitation in certifying that the sample shown me no way differs from the Bermuda arrowroot."

2. Mr. Gogate has been 5 years experimenting with the production and has now obtained a crop of 350 lbs. of prepared arrowroot and has put down enough land this year to produce 3,000 lbs. He wants assistance to make his manufacture known and to secure a sale for it.

3. The best arrowroot sells in the shops from Rs. 1-4 to Rs. 1-12 per lb. Mr. Gogate is willing to sell the 200 lbs. he has now in stock at 12 *annas* per lb. He will undertake to supply next year 3,000 lb. at the rate of 8 *annas*. He has reasonable hope of reducing the price if he can succeed in procuring better appliances for its manufacture.

4. Arrowroot has been manufactured in India before. An attempt at Mahableshvar with wild arrowroot is described on page 7 of Dr. McConaghy's Account of Mahableshvar written for the Gazetteer. In that case analysis showed the article very inferior.

5. Government has established the valuable principle that

encouragement should be given to native manufacture and industry, and I therefore confidently ask that the sample herewith sent may be submitted to Dr. Lyon for analysis, and if the result corroborates the certificates quoted above, the arrowroot may be brought to the notice of the Commissariat Department or other Government departments which regularly indent for foreign arrowroot. If Government will insist on the utilization of locally-prepared arrowroot by these departments, a stimulus will be given to its manufacture, which I believe Government is ready to give. The manufacturer asserts that he can improve the colour and packing.—I have, &c.,

E. C OZANNE, Director of Agriculture.

No. 644 OF 1885.

CHEMICAL ANALYSER'S OFFICE,

BOMBAY, 27*th May*, 1885.

From the CHEMICAL ANALYSER to GOVERNMENT, to the UNDER-SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have the honour to acknowledge receipt of your No. 4165 of the 23rd instant, forwarding letter No. 528 of the 11th instant, from the Director of Agriculture (herewith returned), and a sample of arrowroot stated to have been grown and manufactured at Dapoli.

In reply I have to state that I have examined the arrowroot and that I find the same to be of the description known as Maranta or West Indian arrowroot, and to be free from adulteration and of good quality.

With reference to paragraph 4 of the Director of Agriculture's letter, I may mention that on several occasions samples of West Indian arrowroot grown and manufactured in Bengal have been examined by this office for the Commissariat Department and favourably reported on.—I have, &c.,

I. B. LYON, F.C.S., F.I.C., Surgeon-Major,
Chemical Analyser to Government.

No. 997.

REPORT ON SUGAR-CANE CRUSHING MACHINES.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 2*nd February* 1885.

Letter from the Director of Agriculture, No. 15, dated 8th January 1885 :—

"As desired in Government Resolution No. 3067, dated 15th April 1884, I have the honour to report that I have carried out experimental

trials of several cane-crushing machines. I have not yet had an opportunity of testing the machines of the Bhadgaon Farm to which Mr. Robertson drew attention, but a copy of this report will be sent to Mr. Stormont, who will be able to compare his results with those now recorded.

"2. I have experimented with the following :—

1.—The ordinary 2-roller wooden mill of the country.

2.—An improved 3-roller cast iron mill with iron frame invented by Mr. Subrao Raoji Chowan, owner of a cast-iron foundry in Aditvar Peth, Poona.

3.—The single squeeze Bihia mill patented by Messrs. Thompson and Mylne, with two rollers, 8″ + 10″.

4.—The double-squeeze Bihia mill with two rollers 7″ × 8″ and one break roll 4½″ × 8″.

"3. The Bihia mills were sent to the Poona Show by the Bombay agents Messrs. Ewart, Latham and Co., and were accompanied by trained hands from Bihia. The prices of the mills were given by these men at Rs. 165 and 171 respectively, but the prices quoted in the catalogue of the Madras agents for mills answering the descriptions given are quoted at Rs. 150 and Rs. 160 respectively. It may be that those I tried were provided with steel pinions, but a reference will be required to clear up the points of difference in quoted prices.

"The Bihia mill was tried by Mr. Stormont at Bhadgaon. He reported very unfavourably on it. I believe that the firm have improved on their old pattern, for the results about to be exhibited are decidedly favourable.

"The Poona mill, Subrao's 3-roller mill, has an iron frame, whereas the Bihia mills have a wooden one. The rollers of the latter are slightly grooved. Those of the Poona mill are quite smooth. This latter mill has for some time attracted attention. It is extensively used. It is most undoubtedly vastly superior to the wooden *charak*, and has to a great extent superseded it in the close vicinity of Poona, where the makers are at hand to repair the iron mill.

"4. The first trial was made during the Poona Show.

"Two mills were worked, viz., Subrao's and the Bihia 2-roller.

"For the former, two pairs of ordinary bullocks, with a driver for each pair are required. Two men feed the machine, one inserts the cane between two of the rollers, the other receives the half-pressed cane and pushes it back between the middle and third roller. The mill is placed on the ground and to receive the expressed juice a hole is dug in the ground into which a large iron or earthenware receiver is placed. This is covered over with boards and one of the feeders sits on the boards. The cane is cut into lengths of about two-and-a-half to three feet, and the cut is made in a slanting direction so as to leave a pointed end for insertion between the rollers. It took a man 15 minutes to prepare 500 lbs. of cane, already topped and stripped. This cutting is quite unnecessary for the Bihia mill

"For the latter, only two oxen are used, working singly at the

ends of levers by which motion to the machine is imparted. Two drivers are required but only one feeder. As there is a contrivance for holding the cane inserted the feeder has ample time to clear away the squeezed cane himself. The machine bites the cane and holds it so that there is no necessity for its being cut into short lenghts. In the trial the workers of Subrao's mill kept the bullocks at a pace which they could not have maintained for half a day, the usual time for one set of animals to work. This haste was quite uncalled for. The man in charge of the Bihia mill worked very steadily and deliberately.

Results.

	Subrao's Mill.	Bihia Mill.
Time occupied to squeeze 500 lbs. of topped and stripped canes ...	63 min.	65 min.
Weight of juice extracted	342 lbs.	308 lbs.
Percentage of juice to cane... ...	68·4	61·6
Number of oxen employed... ...	4	2
Number of men employed	5	3

It must be noticed also that the juice is received from the Bihia mill in pots placed on the ground easily removeable. The time occupied in lifting out the juice from the buried receptacle in the Poona mill is considerable. Fully two men more are required by this latter mill.

"This result was considered unsatisfactory by the man in charge of the Bihia mill, and as considerable interest was excited by the trial it was decided to repeat it. An inamdar offered the use of his land and cane and to provide labour.

"The second trial was made after the bustle of the Show was over. Four mills were used:

1.—The wooden country mill, worked by two pairs of oxen with drivers, two feeders, and one helper. The cane has to be cut into short lengths. A large hole is dug, large enough to admit the two feeders. The bullocks assigned to this mill were the best on the ground. The pairs assigned to the Poona iron mill came next in quality. Those given to the Bihia mills were certainly inferior but they were quite good enough.

2.—Subrao's mills.

3.—Bihia single-squeeze mill.

4.—Bihia double-squeeze mill.

This last only requires one bullock, one man to drive, and one feeder. In other respects it has the same advantages as the single-squeeze mill above described.

"The trial was made very carefully under ample supervision, for I was assisted by an European and a Native gentleman to watch each mill and to weigh and distribute the cane and finally to weigh the expressed juice.

"500 lbs. of cane topped and stripped and cut into lengths for the two first-named mills were distributed.

Results.

	No. 1.	No. 2.	No. 3.	No. 4.
Time	67 min.	48 min.	69 min.	103 min.
Weight of juice ...	308 lbs.	337 lbs.	346½ lbs.	353½ lbs.
Percentage of juice to cane	61·6	67·4	69·3	70·7
Number of oxen ...	4	4	2	1
Do. of men ...	5	5	3	2

"The pace at which the cattle worked was tested with the following result :—

Number 1	3¼	rounds per minute.				
Do. 2	3	do.	do.			
Do. 3	2⅞	do.	do.			
Do. 4	2½	do.	do.			

"I had no dynamometer and resorted to a rough method of comparing the power expended on each mill I found that the ordinary labourer pulled about 60 lbs. measured by a spring balance. The following numbers of men were needed to turn each machine :—

Number 1	7	men representing	420 lbs.		
Do. 2	5	do.	do.	300 lbs.	
Do. 3	2½	do.	do.	150 lbs.	
Do. 4	1¼	do.	do.	75 lbs.	

"I must note that owing to haste and hurry on the part of the feeders of No. 2 mill (Subrao's) some juice was spilled in changing the pots. On the whole I thought that as regard outturn of juice Nos. 2 and 3 were about equal.

"Mr. Subrao claimed another trial on the ground that his mill could do better work than this. Another field had to be chosen. Here the cane was seventeen months old (that of the principal trial was only one year old.) I succeeded in having No. 4 Bihia mill (3-roller) brought to the spot, but the expert had gone. It was fed by a new hand. The results were :—

	Time.	Juice.	Percentage.
Subrao's Mill	60 min.	365½	73·1
Bihia 3-roller	130 min.	322	64·4

"In this trial I weighed the refuse cane which was found to be 138 lbs. and 165 lbs. respectively.

"In the case of the Poona mill 365½ lbs. Juice and 138 lbs. refuse= 503½ lbs. The small discrepancy was due to not very accurate scales. In the case of the other mill 322 lbs. juice and 165 lbs. megass= 487 lbs. Here the discrepancy was too high. I cannot be sure that some of the cane or juice was dishonestly abstracted, but I cannot consider this trial to have been a fair one to the Bihia mill. The feeder was unaccustomed to it. I cannot be certain that it was set properly. However the result was favourable to the Poona mill.

"To sum up.—The Bihia mill as regards portability, cost of setting up and cost of working possesses very great advantages over the

Poona mill. It is cheaper, though as noted above the prices are not exactly known.

"As regards construction, the trial could not prove much.

"In point of mechanism the Bihia mill shows best.

"The efficiency of the Bihia mill is as great as, if not greater than, that of the Poona mill. Mr. Subrao deserves very great credit for his improvement. He admits that at first his rollers showed a tendency to break, but claims that they do not now. The wooden *charak* is a thing of the past where sugarcane-growers have the power to purchase either of the improved mills or facilities for hiring. This latter is the almost universal practice near Poona.

"It is open to Messrs. Thompson and Mylne to introduce their mills into Poona, and I would throw out a hint that they would benefit by making Mr. Subrao their agent and, if his foundry is good enough, their local manufacturer. The firm of Richardson and Cruddas in Bombay now makes the rollers and iron work. This is their affair, not mine. I do not know how far Mr. Subrao would approve of the idea. Mr. Subrao charges Rs. 200 for his mill, but hires it for Re. 1 a day bearing all risks. The wooden country mill costs Rs. 35 to Rs. 40, lasts about two years, and is hired for 12 *annas* a day."

Letter from the Director of Agriculture, No. 54, dated, 19th January 1885:—

"I have the honour, in continuation of my printed report No. 15 of the 8th instant, to submit an intimation just received from Messrs. Richardson and Cruddas, which I think should be circulated with the report. In this advertisement the prices for mills with steel pinions are not specified."

RESOLUTION.—Copies of Mr. Ozanne's letters should be forwarded to all Commissioners and Collectors including the Collectors and Deputy Commissioners in Sind, for information.

2. Copies should also be forwarded to the Government of India, and the Chambers of Commerce, Bombay and Karachi, and a copy should be late laid on the Editors' Table.

J. MONTEATH,
Under-Secretary to Government.

RICHARDSON AND CRUDDAS.

THOMSON AND MYLNE'S PATENT PORTABLE SUGARCANE MILLS.

R. & C., Sole Authorized Makers for the Bombay Presidency.

We have arranged with the patentees, through the agent Messrs. Ewart, Latham & Co., to make these mills on this side of India, and can recommend them for their simplicity and efficiency. Over 30,000 of them have been made, and are now working in Bengal, the Punjaub, and North-West Provinces.

They are worked by a single bullock, and only one man is required

to feed the mill and drive the bullock. About 2¼ cwts. of cane can be passed through in one hour; the juice is fully extracted, and delivered quickly and cleanly into the vessel placed to receive it.

Price and Sizes.

Single (Two). Squeeze. Rolls.	Diameter.	Rs.
Double (three) ,,	7" by 8" complete with woodwork	100
Single (two) ,,	7" by 8" ,,	150
Double (three) ,,	8" by 10" ,,	145
Double (two 8" Diam. by 10," and one Roll 4¼" Diam. by 10")	8" by 10" ,,	200
		...190

Ironwork only without Woodwork.

Single-Squeeze (two Rolls), size of Rolls,	7"	Diameter by	8"	...	Rs.	60
Double ,, (three Rolls)	,,	,,	8"	...	,,	90
Single ,, (two Rolls)	,,	8" ,,	10"	...	,,	85
Double ,, (three Rolls)	,,	8" ,,	10"	...	,,	115
Double ,, (two Rolls, 8" Diam. by 10", and one Roll, 4½" Diam by 10")	...	... ...	...	...	,,	108

For orders for five mills and up to ten, we can allow a discount of 5 per cent. for cash paid in advance, and 7½ per cent. when more than ten are ordered at once.

BYCULLA IRONWORKS AND METAL MART, BOMBAY.

REPORT ON THE EMPLOYMENT OF LINSEED OIL IN THE MANUFACTURE OF FLOOR-CLOTH.

No. 18.

INDIA OFFICE, LONDON, 19*th February*, 1885.

From HER MAJESTY'S SECRETARY of STATE for INDIA, to the GOVERNMENT of INDIA.

I transmit herewith, for the information of your Excellency's Government in the Agricultural Department, a copy of two letters on the subject of the employment of Indian linseed oil in the manufacture of floor-cloth.

From the North British Floor-Cloth Co. (Limited), dated 9th January 1885, and enclosure.

From Mr. A. G. Murray, dated 10th January 1885.

CIRCALDY, 9*th January*, 1885.

From J. P. AYTOUN, Esq., Managing Director, North British Floor-Cloth Co., Limited, to the UNDER-SECRETARY of STATE for INDIA.

I have just observed in the *Glasgow Herald* newspaper of this date the copy of a letter from yourself to Mr. A. G. Murray of Dollerie-Crieff, and in regard to "linseed" of which you state a note

on it will soon be published in India, and I should be very glad indeed to receive a copy from the Secretary of the Department.

It may interest you to know if you presently are not aware of it that a very large amount of linseed oil is used by the manufacturers of floor-cloths (wax-cloth), linoleums, &c., apart from the general painters' work, and that all these not merely prefer but pay a much higher price for Russian called Baltic linseed oil in preference to Indian or Calcutta linseed oil, the reason being that the Indian seed oil is considered to be too fat or rich and devoid of the more readily drying quality of the poorer oil obtained from the Baltic seed oils.

Presently Calcutta seed oil is plentiful and cheap whilst Baltic seed oil is scarce and dear, and I think I pretty nearly give the respective value at £19 to £19 10s. per ton for Calcutta and £23 10s. to £24 per ton for Baltic linseed oils.

In this comparatively small town, but the seat of the floor-cloth and linoleum trade for Scotland, I think that not less than from 50 tons to 60 tons of linseed oils are used *weekly*. Of course the (similar) manufacturers in London, Manchester and Lancaster, &c., must use a very large quantity, and all doubtless preferring and paying a higher price for the poorer quality oil. No doubt, agriculturists prefer the richer quality of linseeds for cake for feeding purposes.

Perhaps the Indian growers of linseed, were they fully aware of the higher prices obtained for the Baltic or poorer oils, could readily grow, and at small cost, linseed that would serve the purposes for which Russian seed is so much preferred, and for which so much more money is obtained for the oils.

DATED DOLLERIE-CRIEFF, 10*th January*, 1885.

From A. G. MURRAY, Esq., to the UNDER-SECRETARY of STATE for INDIA.

You will have noticed that the commercial papers of Manchester and Glasgow frequently publish short extracts from Indian reports on produce; these reports are, however, generally one or even two years old, and though curious as history, are commercially useless.

The managers of these papers are, I believe, anxious to give information. The *Dundee Advertiser* has a special correspondent in Calcutta to write news about the jute trade, but he appears to be a broker who really knows nothing but jute.

The price of your rupee bills depends not on the past history of India, but on the daily price of jute, wheat, silk, indigo, peas, &c., &c. This is the defect I allude to. The commercial world want to have daily news about prices in India, just as they have about America.

I am told by Mr. Aytoun, Manager of a large Floor-Cloth Work at Kircaldy, that they use fifty tons a week of linseed oil, but that they

find Russian oil best; the East Indian linseed is too rich and does not make a hard surface.

I have told him how I found it possible to harden East Indian linseed oil by adding rosin to it. This seems unknown here and keeps down the price of East Indian linseed, one of those apparently small details that turn trade.

At the same time the cake made from East India seed is best for cattle-feeding, but is not much used at present; the oil is the article that leads the market.

I believe you will find the commercial papers quite ready to help in advertising the articles you want to sell

WEEKLY CURRENT QUOTATIONS as estimated by the

Quotations.	Week ending 2nd January.	Week ending 8th January.	Week ending 15th January.
EXCHANGE.			
On England, Bank Bills Sight	1s. $7\frac{3}{16}$d.	1s. $7\frac{1}{4}$d.	1s. $7\frac{3}{16}$d.
,, ,, 3 m'ths' ,,	1s. $7\frac{3}{8}$d.	1s. $7\frac{13}{32}$d.	1s. $7\frac{7}{32}$d.
,, ,, 4 ,, ,,	1s. $7\frac{7}{16}$d.	1s. $7\frac{15}{32}$d.	1s. $7\frac{1}{32}$d.
,, ,, 6 ,, ,,	1s. $7\frac{15}{32}$d.	1s. $7\frac{17}{32}$d.	1. $7\frac{19}{32}$d.
First-class Credits ... 3 ,, ,,	1s. $7\frac{1}{2}$d.	1s. $7\frac{17}{32}$d.	1s. $7\frac{1}{2}$d.
,, ,, 6 ,, ,,	1s. $7\frac{23}{32}$d.	1s. $7\frac{25}{32}$d.	1s. $7\frac{11}{16}$d.
Documents ... ... 3 ,, ,,	1s. $7\frac{9}{16}$d.	1s. $7\frac{9}{16}$d.	1s. $7\frac{17}{32}$d.
,, 6 ,, ,,	1s. $7\frac{3}{4}$d.	1s. $7\frac{3}{4}$d.	1s. $7\frac{23}{32}$d.
Paris Francs Mercantile Bills... 3 ,, ,,	2·06	2·06	$2·05\frac{3}{4}$
,, ... 6 ,, ,,	...	2·08	$2·07\frac{5}{8}$
Banks, Calcutta, on Demand ...	$100\frac{1}{16}$	$100\frac{1}{16}$	$100\frac{1}{16}$
China Mer'tile Bills 60 days' Sight.	$218\frac{1}{4}$	218	218
Eng. Bar Gold, 100 touch (per tola)	Rs. 19.15	Rs. 19.14	Rs. 19.14
Sovereigns	,, 12.7-3	,, 12.7	,, 12.7
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills	6 per cent.	5 per cent.	5 per cent.
,, of Interest on Demand Loans on Govt. Securities.	4 ,,	4 ,,	4 ,,
Money Market	Better demand.	Easy.	Quiet but Steady.
GOVERNMENT SECURITIES.			
Four per cents.	$98\frac{11}{16}$	$98\frac{1}{4}$	$98\frac{9}{16}$
Four-and-a-half per cents. ...	102 Nominal	$101\frac{1}{2}$	$101\frac{1}{4}$
IMPORTS.			
Piece Goods— Market	Dull.	Dull.	Dull.
Grey Shirtings 7 lbs. 38-39 in..	Rs. 3.3	Rs. 3.3	Rs. 3.3
,, ,, $8\frac{1}{4}$ lbs. ,, ...	,, 3.14	,, 3.8	,, 3.8
,, Madapollams 3 lbs. 32 in.	,, 1.3	,, 1.3	,, 1.3
Mule Twist, No. 40s per lb. ...	As. $8\frac{1}{4}$ to $8\frac{5}{8}$	As. $8\frac{1}{4}$ to $8\frac{3}{4}$	As. $8\frac{1}{4}$ to $8\frac{1}{2}$
Water ,, No. 30s ,, ...	,, 8 to $8\frac{1}{2}$	,, 8 to $8\frac{1}{2}$	,, 8 to $8\frac{3}{8}$
Copper (Braziers), per cwt. ...	Rs. $36\frac{3}{4}$	Rs. $36\frac{1}{4}$	Rs. 37
Yellow Metal, ,, ...	,, $30\frac{1}{2}$	,, 30	,, 30 to $30\frac{1}{2}$
Welsh Bar Iron, per candy ...	,, 26	,, 26	,, $25\frac{1}{2}$
Staffordshire Bar Iron, per candy.	,, 28	,, 28	,, 27
Swedish Bar Iron ,, ...	,, 41 to 43	,, 41 to 43	,, 41 to 43
Davison's West Hartley Coal (per ton) alongside.	,, 16	,, $16\frac{1}{2}$	,, 16
Welsh Hartley Coal (per ton) ,,	,, $15\frac{1}{2}$	,, 16	,, $15\frac{1}{2}$
Cardiff Coal (per ton) ,,	,, $16\frac{1}{4}$	,, 17	,, 16

DIX HH.

Committee of the Chamber of Commerce during the Year 1885.

Quotations.	Week ending 2nd January.	Week ending 8th January.	Week ending 15th January.
EXPORTS.			
Cotton— Market	Very Firm with few sellers. (New Crop.)	Quiet. (New Crop.)	Quiet & Easier. (New Crop.)
Broach, Good, per candy ...	Rs. 227 to 228	Rs. 228 Mar. dly.	Rs. 227 Mar. dly.
Hingunghaut, Good ,, ...	...	,, 225 Jan. dly.	,, 225 Jan. dly.
Oomrawuttee, Fine ,, ...	...	,, 215 ,,	,, 214 ,,
,, F.G. ,, ...	Rs. 208 to 209	,, 209 ,,	,, 206 ,,
,, Good ,, ...	,, 202 to 203	,, 200 ,,	,, 199 ,,
,, F.G.F. ,, ...	...	,, 194 ,,	,, 192 ,,
Dhollera, Fine ,, ...	...	,, 215 Apl. dly.	,, 210 Apl. dly.
,, F.G. ,, ...	Rs. 205 to 206	,, 208 ,,	,, 204 ,,
,, Good ,, ...	,, 200 to 201	,, 201 ,,	,, 199 ,,
,, F.G.F. ,, ...	,, 195 to 196	,, 195 ,,	,, 193 ,,
Bengals, Fine ,, ...	Nominal.	,, 180 Jan. dly.	,, 182 Jan. dly.
,, F.G. ,, ...	Rs. 168 to 170	,, 172 ,,	,, 172 ,,
,, Good ,, ...	,, 161 to 162	,, 162 ,,	,, 162 ,,
,, F.G.F. ,, ...	,, 148 to 150	,, 150 ,,	,, 150 ,,
Dharwar (S.G.), Good per candy.	Nominal.	Nominal.	Nominal.
,, ,, F.G.F. ,, ...	,,	Rs. 185 (Old)	,,
Compta, F.G.F. ,, ...	,,	Nominal.	,,
,, G.F. ,, ...	,,	,,	,,
Westerns Good ,, ...	,,	,,	,,
,, F.G.F. ,, ...	,,	,,	,,
,, G.F. ,, ...	,,	,,	,,
Gingelly Seed (per candy) of 5 cwt.	Rs. 39 White largo Grain.	Rs. 39	Rs. 39 Ready.
Linseed (per cwt.)	Rs. 6-1	,, 5-15	,, 6
Rapeseed ,, ...	Rs. 6-6 Yellow Guzerat.	,, 6-9	,, 6-9
Wheat (White Pessy), No. 1 per candy of 756 lbs. ..	Rs. 23	,, 24	,, 24
,, (Laskari) ,, of 728 lbs. ..	,, 20	,, 20	,, 20½
Opium (Malwa) (per chest) Old ...	,, 1,225	,, 1,210	,, 1,213
,, ,, ,, New...	,, 1,185	,, 1,170	,, 1,170
FREIGHTS.			
Liverpool—Cotton, via Cape, (per ton of 50 feet).	...	Nothing on berth.	£1-7-6
,, ,, via Suez Canal (per ton of 40 feet).	£1-5	£1-7-6	£1-7-6
,, Wheat and Seeds ...	£1-1-3	£1-2-6	£1-2-6
London—M'ment cargo P.& O. Co.	£1-7-6	£1-7-6	£1-7-6
,, Seeds ,, ,,	£1-2-6	£1-5	£1-5
,, M'ment ,, Canal Strs.	£1-5	£1-7-6	£1-7-6
,, Seeds, ,, ,,	£1-1-3	£1-2-6	£1-2-6
Havre—Cotton via Cl. (per ton of 40 ft.)	£1-5	£1-7-6	£1-7-6
Trieste & Venice—Cotton ,, ,,	£1-15	£1-17-6	£1-17-6
Marseilles and Genoa ,, ,,	£1-6-3	£1-15	£1-12-6
China Steamer ,, ,,	Rs. 15	Rs. 15	Rs. 15
Australia ,, ,,	,, 25	,, 25	,, 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 22nd January.	Week ending 29th January.	Week ending 5th February.
EXCHANGE.			
On England, Bank Bills Sight	1s. 7⅛d.	1s. 7d.	1s. 7⅛d.
„ „ 3 m'ths' „	1s. 7 5/16d.	1s. 7 5/16d.	1s. 7 5/16d.
„ „ 4 „ „	1s. 7⅜d.	1s. 7¼d.	1s. 7 7/16d.
„ „ 6 „ „	1s. 7⅜d.	1s. 7⅜d.	1s. 7 7/16d.
First-class Credits 3 „ „	1s. 7 7/16d.	1s. 7 5/16d.	1s. 7⅜d.
„ „ 6 „ „	1s. 7½d.	1s. 7½d.	1s. 7 9/16d.
Documents 3 „ „	1s. 7½d.	1s. 7 1/16d.	1s. 7 9/16d.
„ 6 „ „	1s. 7 11/16d.	1s. 7 11/16d.	1s. 7 13/16d.
Paris Francs Mercantile Bills 3 „ „	2·05¼	2·04	2·04⅝
„ 6 „ „	2·07¼	2·06	2·06⅝
Banks, Calcutta, on Demand ...	100⅛	100⅛	100 1/16
China Mercantile Bills 60 days' Sight	218	218	218
English Bar Gold, 100 touch (per tola)	Rs. 20-1	Rs. 20-0-6	Rs. 20-0-6
Sovereigns...	„ 12-7-6	„ 12-7	„ 12-7
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills	5 per cent.	6 per cent.	6 per cent.
„ of Interest on Demand Loans on Govt. Securities..	4 „	5 „	5 „
Money Market	Quiet.	Steady.	Quiet.
GOVERNMENT SECURITIES.			
Four per cents.	98½ Steady.	98 Steady.	97 1/16 } Steady.
Four-and-a-half per cents. ...	101 „	101 Nominal.	100 }
IMPORTS.			
Piece Goods— Market	Quiet.	Quiet.	Quiet.
Grey Shirtings 7 lbs. 38-39 in...	Rs. 3-3	Rs. 3-3	Rs. 3-4
„ „ 8¼ lbs. „ ...	„ 3-8	„ 3-7	„ 3-10
„ Madapollams 3 lbs. 32 in.	„ 1-3	„ 1-2	„ 2
Mule Twist, No. 40s per lbs. ...	As. 8¼ to 8¾	As. 8¼ to 8¾	As. 8¼ to 8¾
Water „ No. 30s „ ...	„ 8 to 8¼	„ 7¾ to 8¼	„ 7¾ to 8¼
Copper (Braziers), per cwt. ...	Rs. 37¼	Rs. 38	Rs. 37¼
Yellow Metal, „ ...	„ 31	„ 31½	„ 31½
Welsh Bar Iron, per candy ..	„ 25½	„ 25½	„ 25½
Staffordshire Bar Iron, per candy	„ 27	„ 27	„ 27
Swedish Bar Iron „ ...	„ 41 to 43	„ 41 to 43	„ 40 to 43
Davison's West Hartley Coal (per ton) alongside.	„ 16	„ 16¼	„ 16
Welsh Hartley Coal (per ton) „	„ 16	„ 15	„ 15½
Cardiff Coal (per ton) „	„ 16	„ 16½	„ 16

mittee of the Chamber of Commerce during the Year 1885—*contd.*

Quotations.	Week ending 22nd January.	Week ending 29th January.	Week ending 5th February.
EXPORTS.			
Cotton— Market	Dull & Inactive. (New Crop.)	Quiet but Steady; limited demand. (New Crop.)	Quiet but Firm (New Crop.)
Broach, Good, per candy...	Rs. 225 Mar. dly.	Rs. 225 Mar. dly.	Rs. 226 Mar. dly.
Hingunghaut, Good ,, ...	,, 222 Jan. dly.	,, 224 Ready.	,, 225 Feb. ,,
Oomrawuttee, Fine ,, ...	,, 210 ,,	,, 210 ,,	,, 209 Ready.
,, F.G. ,, ...	,, 201 ,,	,, 203 ,,	,, 202 ,,
,, Good ,, ...	,, 196 ,,	,, 197 ,,	,, 195 ,,
,, F.G.F. ,, ...	,, 190 ,,	,, 190 ,,	,, 190 ,,
Dhollera, Fine ,, ...	,, 208 Apl. dly.	,, 210 Apl. dly.	,, 209 ,,
,, F.G. ,, ...	,, 201 ,,	,, 203 ,,	,, 203 ,,
,, Good ,, ...	,, 196 ,,	,, 197 ,,	,, 198 ,,
,, F.G.F. ,, ...	,, 190 ,,	,, 190 ,,	,, 192 ,,
Bengals, Fine ,, ...	,, 182 Jan. dly.	,, 185 Ready.	,, 182 ,,
,, F.G. ,, ...	,, 173 ,,	,, 178 ,,	,, 172 ,,
,, Good ,, ...	,, 162 ,,	,, 168 ,,	,, 163 ,,
,, F.G.F. ,, ...	,, 150 ,,	,, 160 ,,	,, 152 ,,
Dharwar (Sawginned), Good per candy.	Nominal.	Nominal.	Nominal.
,, ,, F.G.F. ,,	,,	,,	,,
Compta, F.G.F. ,,	,,	,,	,,
,, G.F. ,,	,,	,,	,,
Westerns Good ,,	,,	,,	,,
,, F.G.F. ,,	,,	,,	,,
,, G.F. ,,	,,	,,	,,
Gingelly Seed (per cdy.) of 5 cwt.	Rs. 39 Ready.	Rs. 39 Ready.	Rs. 39 Ready.
Linseed (per cwt.)...	,, 6-1	,, 6-1	,, 6 ,,
Rapeseed ,, ...	,, 6-8	,, 6-8	,, 6-8 ,,
Wheat (White Pessy), No. 1 per candy of 756 lbs.	,, 24	,, 24	,, 23½
,, (Laskari ,, of 728 lbs.	,, 20½	,, 20	,, 20
Opium (Malwa) per chest) Old...	,, 1,200	,, 1,200	,, 1,210
,, ,, ,, New...	,, 1,160	,, 1,165	,, 1,185
FREIGHTS.			
Liverpool—Cotton, via Cape (per ton of 50 feet.)	£1-7-6	£1-5	£1-5
,, ,, via Suez Canal (per ton of 40 ft.)	£1-7-6	£1-5	£1-7-6
,, Wheat and Seeds ...	£1-3-9	£1-3-9	£1-2-6
London—M'ment cargo P.& O. Co.	£1-10	£1-12-6	£1-10
,, Seeds ,, ,, ...	£1-5	£1-5	£1-3-9
,, M'ment ,, Canal Strs.	£1-7-6	£1-7-6	£1-7-6
,, Seeds, ,, ,,	£1-3-9	£1-3-9	£1-2-6
Havre—Cotton via Cl. (per ton of 40 ft.	£1-7-6	£1-7-6	£1-7-6
Trieste & Venice—Cotton ,, ,,	£1-17-6	£1-17-6	£1-17-6
Marseilles and Genoa ,, ,,	£1-12-6	£1-12-6	£1-12-6
China, Steamer ,, ,,	Rs. 15	Rs. 15	Rs. 15
Australia	,, 25	,, 25	,, 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 12th February.	Week ending 19th February.	Week ending 26th February.
EXCHANGE.			
On England, Bank Bills Sight	1s. 7d.	1s. 6 13/16d.	1s. 6 7/32d.
„ „ 3 m'ths' „	1s. 7 5/16d.	1s. 6 3/32d.	1s. 7 1/8d.
„ „ 4 „ „	1s. 7 7/32d.	1s. 7 1/32d.	1s. 7 5/16d.
„ „ 6 „ „	1s. 7 11/32d.	1s. 7 5/32d.	1s. 7 9/16d.
First-class Credits ...3 „ „	1s. 7 9/32d.	1s. 7 1/16d.	1s. 7 7/32d.
„ „ 6 „ „	1s. 7 5/16d.	1s. 7 1/32d.	1s. 7 11/32d.
Documents ... 3 „ „	1s. 7 5/16d.	1s. 7 3/32d.	1s. 7 1/4d.
„ „ 6 „ „	1s. 7 1/2d.	1s. 7 3/32d.	1s. 7 1/16d.
Paris Francs Mercantile Bills...3 „ „	2·04 1/4	2·01 3/4	2·03 1/2
„ „ 6 „ „	2·06 1/4	2·03 3/4	2·05 1/2
Banks, Calcutta, on Demand ...	100 1/16	100 3/32	100 1/8
China Mercantile Bills 60 day's sight...	218	218	218
English Bar Gold, 100 touch (per tola)	Rs. 20-2	Rs. 20-2	Rs. 20-2
Sovereigns	„ 12-7-6	„ 12-10	„ 12-9-6
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills... ...	6 per cent.	6 per cent.	6 per cent.
„ of Interest on Demand Loans on Govt. Security.	5 „	5 „	5 „
Money Market	Quiet	Easy.	Easy.
GOVERNMENT SECURITIES.			
Four per cents.	97	96	96 1/4 Unsettled.
Four-and-a-half per cents. ...	99 3/4 to 100	99 1/2 to 100	99 3/4 „
IMPORTS.			
Piece Goods— Market	Dull	Dull.	Quiet
Grey Shirtings 7lbs. 38-39in. ...	Rs. 3-2	Rs. 3-3	Rs. 3-3
„ „ 8 1/4lbs. „ ...	„ 3-8	„ 3-8	„ 3-7
„ Madapollams 3lbs. 32in...	„ 1-3	„ 1-3	„ 1-2 1/2
Mule Twist, No. 40s per lb. ...	As. 8 1/4 to 8 1/2	As. 8 1/4 to 8 1/2	As. 8 1/4 to 8 3/4
Water „ No. 30s „ ...	„ 7 3/4 to 8 1/4	„ 7 3/4 to 8 1/4	„ 7 3/4 to 8 1/4
Copper (Braziers), per cwt. ...	Rs. 37 1/2	Rs. 37 1/2	Rs. 36 3/4
Yellow Metal, „ ...	„ 31 1/2	„ 31 1/4	„ 31
Welsh Bar Iron, per candy ...	„ 25 1/2	„ 25 1/2	„ 25 1/2
Staffordshire Bar Iron, per candy.	„ 27	„ 27	„ 27
Swedish Bar Iron „ ...	„ 41 to 43	„ 42 to 44	„ 42 to 44
Davison's West Hartley Coal (per ton) alongside...	„ 16 1/4	„ 16 1/2	„ 15 1/2
WelshHartley Coal (per ton) „	„ 16	„ 15	„ 15
Cardiff Coal (per ton) „	„ 17 1/4	„ 17	„ 16

mittee of the Chamber of Commerce during the Year 1885—*contd.*

Quotations.	Week ending 12th February.	Week ending 19th February.	Week ending 26th February.
EXPORTS.			
Cotton— Market	{ Very Quiet. (New Crop.)	Very Quiet. (New Crop.)	Firm but Quiet. (New Crop.)
Broach, Good, per candy...	Rs. 226 Mar. dly.	Rs. 226 Mar. dly.	Rs. 229 Mar. dly.
Hingunghaut, Good ,, ...	,, 225 Feb. dly.	,, 224 Ready.	,, 228 Ready.
Oomrawuttee, Fine ,, ...	,, 208 ,,	,, 206 ,,	,, 210 ,,
,, F.G. ,, ...	,, 199 ,,	,, 197 ,,	,, 202 ,,
,, Good ,, ...	,, 193 ,,	,, 192 ,,	,, 196 ,,
,, F.G.F. ,, ...	,, 186 ,,	,, 185 ,,	,, 188 ,,
Dhollera, Fine ,, ...	,, 209 Apl. dly.	,, 208 Apl. dly.	,, 211 Apl. dly.
,, F.G. ,, ...	,, 202 ,,	,, 201 ,,	,, 206 ,,
,, Good ,, ...	,, 197 ,,	,, 196 ,,	,, 201 ,,
,, F.G.F. ,, ...	,, 190 ,,	,, 188 ,,	,, 192 ,,
Bengals, Fine ,, ...	,, 180 Feb. dly.	,, 175 Ready.	,, 180 Ready.
,, F.G. ,, ...	,, 171 ,,	,, 167 ,,	,, 172 ,,
,, Good ,, ...	,, 162 ,,	,, 159 ,,	,, 162 ,,
,, F.G.F. ,, ...	,, 150 ,,	,, 150 ,,	,, 150 ,,
Dharwar (S. G.) Good ,, ...	...	,, 200 May dly.	,, 202 May dly.
,, ,, F.G.F. ,, ...	...	...	...
Compta, F.G.F. ,, ...	...	...	...
,, G.F. ,, ...	...	...	...
Westerns, Good ,, ...	...	...	...
,, F.G.F. ,, ...	...	...	...
,, G.F. ,, ...	...	...	...
Gingelly Seed (per candy of 5 cwt.)	,, 37½ to Rs. 40	Rs. 37½ to Rs. 40	,, 37½ to Rs. 40
Linseed (per cwt.)	,, 5-15-6 ready	,, 6 Ready.	,, 5-12 Apl-May dly
Rapeseed ,, ...	,, 6-7 ,,	,, 6-7 ,,	,, 6-6 ,,
Wheat (White Pessy), No. 1 per candy of 756 lbs...	,, 22½	,, 23 ,,	,, 23
,, (Laskari) ,, of 728 lbs....	,, 19½	,, 19½ ,,	,, 19½
Opium (Malwa) (per chest) Old ...	,, 1,225	,, 1,210	,, 1,200
,, ,, ,, New ..	,, 1,185	,, 1,180	,, 1,175
FREIGHTS.			
Liverpool—Cotton, via Cape, (per ton of 50 feet.)	£1-7-6	£1-7-6	£1-7-6 Noml.
,, ,, via Suez Canal. (per ton of 40 ft.)	£1-10	£1-10	£1-7-6
,, Wheat and Seeds	£1-5	£1-5	£1-3-9
London—M'ment cargo, P.&O.Co.	£1-10	£1-12-6	£1-12-6
,, Seeds ,, ,, ...	£1-5	£1-7-6	£1-7-6
,, M'ment ,, Cl. Str....	£1-8-9 to 1-10	£1-10	£1-10
,, Seeds ,, ,, ...	£1-3-9	£1-5	£1-3-9 to 1-5
Havre—Cotton via Cl. (per ton of 40 ft.)	£1-8-9	£1-12-6	£1-7-6
Trieste & Venice—Cotton ,, ,,	£1-17-6	£1-10	£1-17-6
Marseilles and Genoa ,, ,,	£1-15	£1-15	£1-15
China, Steamer ,, ,,	Rs. 15	Rs. 15	Rs. 15
Australia	,, 25	,, 25	,, 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 5th March.	Week ending 12th March.	Week ending 19th March.
EXCHANGE.			
On England, Bank Bills Sight	1s. 6⅞d.	1s. 6$\frac{29}{32}$d.	1s. 6$\frac{31}{32}$d.
„ „ 3 m'ths' „	1s. 7$\frac{1}{16}$d.	1s. 7$\frac{1}{16}$d.	1s. 7⅛d.
„ „ 4 „ „	1s. 7⅛d.	1s. 7⅛d.	1s. 7$\frac{3}{16}$d.
„ „ 6 „ „	1s. 7¼d.	1s. 7¼d.	1s. 7$\frac{5}{16}$d.
First-class Credits 3 „ „	1s. 7$\frac{3}{16}$d.	1s. 7$\frac{5}{16}$d.	1s. 7$\frac{7}{32}$d.
„ „ 6 „ „	1s. 7⅜d.	1s. 7⅜d.	1s. 7$\frac{15}{32}$d.
Documents 3 „ „	1s. 7$\frac{7}{32}$d.	1s. 7$\frac{7}{32}$d.	1s. 7$\frac{9}{16}$d.
„ 6 „ „	1s. 7$\frac{13}{32}$d.	1s. 7$\frac{13}{32}$d.	1s. 7½d.
Paris Francs Mercantile Bills 3 „ „	2·03	2·03¼	2·04¼
„ 6 „ „	2·05	2·05¼	2·06¼
Banks, Calcutta, on Demand ...	100$\frac{3}{32}$	100$\frac{1}{16}$d.	100$\frac{1}{16}$
China Mercantile Bills 60 days' Sight	218	218	218
English Bar Gold, 100 touch (per tola)	Rs. 20-2	Rs. 20-7	Rs. 20-10
Sovereigns	„ 12-9-6	„ 12-9-6	„ 12-9-6
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills	7 per cent.	7 per cent.	7 per cent.
„ of Interest on Demand Loans on Govt. Security.	6 „	6 „	6 „
Money Market	Steady.	Quiet.	Quiet.
GOVERNMENT SECURITIES.			
Four per cents	95¾ Unsettled.	95½	97 Steady.
Four-and-a-half per cents. ...	99½ „	99½	99½ „
IMPORTS.			
Piece Goods— Market	Quiet.	Quiet.	Quiet.
Grey Shirtings 7 lbs. 38-39 in...	Rs. 3-3	Rs. 3-3	Rs. 3-4
„ „ 8¼ lbs. „ ...	„ 3-10	„ 3-8	„ 3-9
„ Madapollams 3 lbs. 32 in.	„ 1-9	„ 1-3	„ 1-3
Mule Twist, No. 40s per lb. ...	As. 8¼ to 8¾	As. 8¼ to 8¾	As. 8¼ to 8¾
Water „ No. 30s „ ...	„ 8 to 8¾	„ 8 to 8½	„ 8 to 8½
Copper (Braziers), per cwt. ...	Rs. 36½	Rs. 36½	Rs 36
Yellow Metal, „ ...	„ 31¼	„ 31 to 31¼	„ 30½ to 31
Welsh Bar Iron, per candy ...	„ 25¼	„ 25¼	„ 25½
Staffordshire Bar Iron, per candy	„ 27	„ 27	„ 27
Swedish Bar Iron „ ...	„ 42 to 44	„ 42 to 44	„ 42 to 44
Davison's West Hartley Coal (per ton) alongside.	„ 15	„ 14¾	„ 14½
Welsh Hartley Coal (per ton) „	„ 14½	„ 14	„ 14
Cardiff Coal (per ton) „	„ 15¼	„ 15½	„ 15

mittee of the Chamber of Commerce during the Year 1885—*contd.*

Quotations.	Week ending 5th March.	Week ending 12th March.	Week ending 19th March.
EXPORTS.			
Cotton— Market	Very Quiet. (New Crop.)	Dull. (New Crop.)	Very Quiet.
Broach, Good, per candy...	Rs. 227 Mar dly.	Rs. 228 Mar.dly.	Rs. 228
Hingunghaut, Good „ ...	„ 226 „	„ 226 Ready.	„ 226
Oomrawuttee, Fine „ ...	„ 208 Ready.	„ 208 „	„ 208
„ F.G. „ ...	„ 198 „	„ 198 „	„ 201
„ Good „ ...	„ 192 „	„ 192 „	„ 195
„ F.G.F. „ ...	„ 185 „	„ 185 „	„ 184
Dhollera, Fine „ ...	„ 210 Apl. dly.	„ 209 Apl. dly.	„ 209 Apr. dly.
„ F.G. „ ...	„ 203 „	„ 202 „	„ 203 „
„ Good „ ...	„ 197 „	„ 197 „	„ 198 „
„ F.G.F. „ ...	„ 190 „	„ 190 „	„ 190 „
Bengals, Fine „ ...	„ 177 Ready.	„ 176 Ready.	„ 176
„ F.G. „ ...	„ 170 „	„ 169 „	„ 169
„ Good „ ...	„ 160 „	„ 160 „	„ 160
„ F.G.F. „ ...	„ 150 „	„ 150 „	„ 150
Dharwar, (Sawginned), Good per candy.	„ 201 May dly.	„ 200 May dly.	„ 202 May dly.
„ F.G.F. „ ...	...	...	...
Compta, F.G.F. „ ...	...	...	...
„ G.F. „ ...	...	...	...
Westerns, Good „ ...	...	...	...
„ F.G.F. „ ...	...	...	...
„ G.F. „ ...	...	...	...
Gingelly Seed (per cdy.) of 5 cwt.	Rs. 36½ to Rs. 39	Rs. 37 to 39	Rs. 37½ to 41
Linseed (per cwt.)	„ 5-10½ Ready.	„ 5-10 Ready.	„ 5-9½ Ready.
Rapeseed „	„ 6-3 May dly.	„ 6-1 „	„ 6-1 „
Wheat (White Pessy), No. 1 per candy of 756 lb.	„ 22½	„ 23	„ 23
„ (Laskari) „ of 728 lb.	„ 19½	„ 19½	„ 19½
Opium (Malwa) (per chest) Old...	„ 1,175	„ 1,175	„ 1,170
„ „ „ New...	„ 1,150	„ 1,150	„ 1,150
FREIGHTS.			
Liverpool—Cotton, via Cape, (per ton of 50 feet.)	£1-7-6	£1-5	£1-7-6
„ „ via Suez Canal (per ton of 40 feet.)	£1-7-6	£1-6-3	£1-7-6
„ Wheat and Seeds.. ...	£1-3-9	£1-2-6 to 1-3-9	£1-3-9
London—M'ment cargo P.&O. Co.	£1-7-6	£1-7-6	£1-7-6
„ Seeds „ „ ...	£1-3-9	£1-3-9	£1-3-9
„ M'ment „ Canal Strs.	£1-7-6	£1-6-3 to 1-7-6	£1-7-6
„ Seeds, „ „ ...	£1-2-6	£1-2-6	£1-3-9
Havre—Cotton via Cl. (per ton of 40 ft.)	£1-7-6	£1-7-6	£1-6-3
Trieste & Venice—Cotton „ „	£1-15	£1-15	£1-10
Marseilles and Genoa „ „	£1-15	£1-12-6	£1-12-6
China Steamer „ „	Rs. 15	Rs. 15	Rs. 15
Australia	„ 25	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 26th March.	Week ending 2nd April.	Week ending 9th April.
EXCHANGE.			
On England, Bank Bills Sight	1s. $6\frac{29}{32}$d.	1s. $6\frac{7}{8}$d.	1s. $6\frac{13}{16}$d.
,, ,, 3 m'ths' ,,	1s. $7\frac{1}{16}$d.	1s. 7d.	1s. $6\frac{31}{32}$d.
,, ,, 4 ,, ,,	1s. $7\frac{1}{8}$d.	1s. $7\frac{1}{16}$d.	1s. $7\frac{1}{32}$d.
,, ,, 6 ,, ,,	1s. $7\frac{1}{4}$d.	1s. $7\frac{3}{16}$d.	1s. $7\frac{1}{8}$d.
First-class Credits ... 3 ,, ,,	1s. $7\frac{3}{16}$d.	1s. $7\frac{5}{32}$d.	1s. $7\frac{1}{8}$d.
,, ,, 6 ,, ,,	1s. $7\frac{3}{8}$d.	1s. $7\frac{11}{32}$d	1s. $7\frac{9}{32}$d.
Documents... ... 3 ,, ,,	1s. $7\frac{7}{32}$d.	1s. $7\frac{13}{16}$d.	1s. $7\frac{5}{32}$d.
,, 6 ,, ,,	1s. $7\frac{13}{32}$d.	1s. $7\frac{3}{8}$d.	1s. $7\frac{5}{16}$d.
Paris Francs Mercantile Bills ... 3 ,, ,,	2·03¼	2·03	2·03
,, ... 6 ,, ,,	2·05	2·04¾	2·04½
Banks, Calcutta, on Demand ...	$100\frac{1}{32}$	$100\frac{1}{32}$	$100\frac{1}{32}$
China Mercantile Bills, 60 day's Sight.	218	218	218
English Bar Gold, 100 touch (per tola)	Rs. 20-10	Rs. 20-10	Rs. 20-15
Sovereigns	,, 12-9-6	,, 12-12	,, 13
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills.	7 per cent.	7 per cent.	7 per cent.
,, of Interest on Demand Loans on Govt. Security.	6 ,,	6 ,,	6 ,,
Money Market	Easy.	Easy.	Easy.
GOVERNMENT SECURITIES.			
Four per cents.	95½ Quiet.	95¾ Steady.	95⅛ Flat.
Four-and-a-half per cents. ...	98½ ,,	98 ,,	98 ,,
IMPORTS.			
Piece Goods— Market	Quiet.	Quiet.	Quiet.
Grey Shirtings 7 lbs. 38-39 in. .	Rs. 3-3	Rs. 3-3	Rs. 3-4
,, ,, 8¼ lbs. ,, ...	,, 3-7	,, 3-8	,, 3-9
,, Madapollams 3 lbs. 32 in.	,, 1-2½	,, 1-2½	,, 1-3
Mule Twist, No. 40s per lb. ...	As. 8¼ to 8¾	As. 8¼ to 8¾	As. 8¼ to 8¾
Water ,, No. 30s ,, ...	,, 8 to 8½	,, 8 to 8½	,, 8 to 8½
Copper (Braziers), per cwt. ...	Rs. 35¼	Rs. 35¼	Rs. 35¾
Yellow Metal, ,, ...	,, 30½	,, 30½	,, 30½
Welsh Bar Iron, per candy ...	,, 25½	,, 25½	,, 26
Staffordshire Bar Iron, per candy.	,, 27	,, 27	,, 28
Swedish Bar Iron ,, ...	,, 43 to 44	,, 44 to 45	,, 44 to 45
Davison's West Hartley Coal (per ton) alongside.	,, 14	,, 14½	,, 14½
Welsh Hartley Coal (per ton) ,,	,, 13½	,, 14	,, 14
Cardiff Coal (per ton) ,,	,, 15	,, 15	,, 15½

mittee of the Chamber of Commerce during the Year, 1885—*contd.*

Quotations.	Week ending 26th March.	Week ending 2nd April.	Week ending 9th April.
EXPORTS.			
Cotton— Market	Quiet but Steady.	Firm.	Steady.
Broach, Good, per candy...	Rs. 230	Rs. 228	Rs. 227
Hinganghaut, Good „ ...	„ 235	„ 226	...
Oomrawuttee, Fine „ ...	„ 208	„ 210	„ 209
„ F.G. „ ...	„ 200	„ 202	„ 203
„ Good „ ...	„ 193	„ 193	„ 195
„ F.G.F. „ ...	„ 185	„ 185	„ 185
Dhollera, Fine „ ...	„ 211 Apl. dly.	„ 212	„ 215
„ F.G. „ ...	„ 206 „	„ 206	„ 210
„ Good „ ...	„ 200 „	„ 201	„ 205
„ F.G.F. „ ...	„ 194 „	„ 194	...
Bengals, Fine „ ...	„ 176	„ 176	„ 177
„ F.G. „ ...	„ 168	„ 169	„ 168
„ Good „ ...	„ 160	„ 161	„ 161
„ F.G.F. „ ...	„ 150	„ 150	„ 150
Dharwar (Sawginned), Good per candy.	„ 202 May dly.	„ 204	„ 205
„ „ F.G.F. „ ...	...	...	...
Compta F.G.F. „ ...	...	...	...
„ G.F. „ ...	...	...	...
Westerns Good „ ...	...	...	Rs. 197 May-June dly.
„ F.G.F. „ ...	...	...	...
„ G.F. „ ...	...	...	...
Gingelly Seed (per candy) of 5 cwt.	Rs. 37½ to 41	Rs. 37½ to 41	Rs. 38 to 41
Linseed (per cwt.)	„ 5-9½ Ready.	„ 5-9½	„ 5-11
Rapeseed „	„ 6-1½ „	„ 6-1	„ 6-1
Wheat (White Pessy), No. 1 per candy of 756 lbs.	„ 23¾	„ 23¾	„ 23½
„ (Laskari) „ of 728 lbs...	„ 19¾	„ 19¾	„ 19½
Opium (Malwa) (per chest) Old..	„ 1,185	„ 1,175	„ 1,180
„ „ „ New.	„ 1,150	„ 1,150	„ 1,150
FREIGHTS.			
Liverpool—Cotton, via Cape, (per ton of 50 feet.)	£1-6-3	£1-6-3	£1-6-3
„ „ via Suez Canal (per ton of 40 ft.)	£1-6-3	£1-5	£1-8-9
„ Wheat and Seeds ...	£1-3-9	£1-3-9	£1-3-9 to 1-5
London—M'ment cargo P.&O. Co.	£1-5 to £1-7-6	£1-7-6	£1-7-6
„ Seeds, „ „ ...	£1-3-9	£1-5	£1-5
„ M'ment „ Cl. Str....	£1-5 to 1-7-6	£1-7-6	£1-6-3
„ Seeds, „ „ ...	£1-3-9	£1-3-9	£1-3-9
Havre—Cotton via Cl. (per ton of 40 ft.)	£1-7-6	£1-7-6	£1-6-3
Trieste & Venice—Cotton „ „	£1-10	£1-15	£1-12-6
Marseilles and Genoa „ „	£1-12-6	£1-12-6	£1-12-6
China, Steamer „ „	Rs. 15	Rs. 15	Rs. 15
Australia	„ 25	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 16th April.	Week ending 23rd April.	Week ending 30th April.
EXCHANGE.			
On England, Bank Bills Sight	1s. 7d.	1s. $7\frac{3}{32}$d.	1s. $7\frac{3}{32}$d.
„ „ 3 m'ths' „	1s. $7\frac{5}{32}$d.	1s. $7\frac{5}{32}$d.	1s. $7\frac{1}{4}$d.
„ „ 4 „ „	1s. $7\frac{7}{32}$d.	1s. $7\frac{9}{32}$d.	1s. $7\frac{9}{32}$d.
„ „ 6 „ „	1s. $7\frac{1}{16}$d.	1s. $7\frac{13}{32}$d.	1s. $7\frac{23}{32}$d.
First-class Credits...3 „ „	1s. $7\frac{1}{4}$d.	1s. $7\frac{3}{8}$d.	1s. $7\frac{7}{32}$d.
„ „ 6 „ „	1s. $7\frac{1}{2}$d.	1s. $7\frac{5}{8}$d.	1s. $7\frac{13}{16}$d.
Documents... „ 3 „ „	1s. $7\frac{3}{8}$d.	1s. $7\frac{13}{32}$d.	1s. $7\frac{11}{16}$d.
„ „ 6 „ „	1s. $7\frac{1}{32}$d.	1s. $7\frac{15}{32}$d.	1s. $7\frac{7}{32}$d.
Paris Francs Mor'tile Bills 3 „ „	2·05¼	2·05¼	2·08
„ „ 6 „ „	2·06⅜	2·07	2·09½
Banks, Calcutta, on Demand ...	$100\frac{1}{32}$	$100\frac{1}{32}$	$100\frac{1}{32}$
China Mercantile Bills, 60 day's Sight.	218	218	214
English Bar Gold, 100 touch (per tola)	Rs. 20-11	Rs. 20-9-6	Rs. 20-8
Sovereigns	„ 12-12	„ 12-10	„ 12-10
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills.	7 per cent.	7 per cent.	9 per cent.
„ of Interest on Demand Loans on Govt. Security.	6 „	6 „	8 „
Money Market	Easy.	Steady.	Very Firm.
GOVERNMENT SECURITIES.			
Four per cents	93¼ Steadier.	93¼ Quiet.	90½ Unsettled.
Four-and-a-half per cents. ...	97½ „	97	96½ „
IMPORTS.			
Piece Goods— Market	Quiet.	Quiet.	Quiet.
Grey Shirtings 7lbs. 38-39 in....	Rs. 3-2	Rs. 3-3	Rs. 3-3
„ „ 8¼lbs. „ ...	„ 3-8	„ 3-8	„ 3-8
„ Madapollams 3lbs. 32 in...	„ 1-2	„ 1-2½	„ 1-2
Mule Twist, No. 40s per lb. ...	As. 8¼ to 8¾	As. 8¼ to 8⅝	As. 8¼ to 8¾
Water „ No. 30s „ ...	„ 8 to 8¼	„ 8 to 8½	„ 8 to 8½
Copper (Braziers), per cwt. ...	Rs. 35¼	Rs. 34¼	Rs. 34
Yellow Metal, „ ...	„ 30½	„ 30	„ 29
Welsh Bar Iron, per candy ...	„ 25½	„ 25½	„ 25½
Staffordshire Bar Iron, per candy	„ 27	„ 27	„ 27
Swedish Bar Iron „ ...	„ 43 to 44	„ 44 to 45	„ 43 to 45
Davison's West Hartley Coal (per ton) alongside.	„ 15	„ 15	„ 15¼
Welsh Hartley Coal (per ton) „	„ 14	„ 14	„ 15
Cardiff Coal (per ton) „	„ 15¼	„ 15¼	„ 16¼

mittee of the Chamber of Commerce during the Year 1885—*contd.*

Quotations.	Week ending 16th April.	Week ending 23rd April.	Week ending 30th April.
EXPORTS.			
Cotton— Market	Firm.	Very Dull.	Dull & Declining.
Broach, Good, per candy...	Rs. 225	Rs. 224	Rs. 213
Hinganghaut, Good „ ...	„ 223	„ 220	...
Oomrawuttee, Fine „ ...	„ 210	„ 207	...
„ F.G. „ ...	„ 200	„ 201	„ 198
„ Good „ ...	„ 192	„ 193	„ 192
„ F.G.F. „ ...	„ 183	„ 183	„ 181
Dhollera, Fine „ ...	„ 211	„ 212	„ 206
„ F.G. „ ...	„ 206	„ 206	„ 200
„ Good „ ...	„ 201	„ 200	„ 195
„ F.G.F. „ ...	„ 194	„ 193	„ 190
Bengals, Fine „ ...	„ 176	None.	...
„ F.G. „ ...	„ 170	Rs. 168	...
„ Good „ ...	„ 162	„ 160	...
„ F.G.F. „ ...	„ 155	...	...
Dharwar (Sawginned), Good per candy.	„ 204	„ 203	„ 198
„ „ F.G.F. „ ...	...	...	...
Compta, F.G.F. „ ...	...	...	...
„ G.F. „ ...	...	...	...
Westerns Good „ ...	...	...	...
„ F.G.F. „ ...	...	...	...
„ G.F. „ ...	...	...	...
Gingelly Seed (per candy) of 5 cwt.	Rs. 38 to 40	Rs. 38	Rs. 38 to 40
Linseed (per cwt.)...	„ 5-14	„ 5-12	„ 5-13
Rapeseed „	„ 6-2	„ 6	„ 5-14
Wheat (White Pessy), No. 1 per candy of 756 lbs.	„ 24¾ Old	„ 25½	„ 25⅓
„ (Laskari) „ of 728 lbs.	„ 21	„ 21	„ 21½
Opium (Malwa) per chest Old...	„ 1,170	„ 1,185	„ 1,185
„ „ „ New...	„ 1,145	„ 1,150	„ 1,155
FREIGHTS.			
Liverpool—Cotton, via Cape, (per ton of 50 feet.)	£1-7-6	£1-7-6	£1-6-3
„ „ via Suez Canal (per ton of 40 feet.)	£1-7-6	£1-7-6	£1-10
„ Wheat and Seeds ...	£1-3-9	£1-3-9 to 1-5	£1-6-3
London—M'ment cargo P.&O. Co.	£1-10	£1-10	£1-10
„ Seeds „ „ ...	£1-7-6	£1-6-3	£1-6-3
„ M'ment „ Canal Strs.	£1-7-6	£1-8-9	£1-8-9
„ Seeds, „ „ ...	£1-6-3	£1-6-3	£1-6-3
Havre—Cotton via Cl. (per ton of 40 ft.)	£1-7-6	£1-8-9	£1-10
Trieste & Venice—Cotton „ „	£1-12-6	£1-15	£2
Marseilles and Genoa „ „	£1-12-6	£1-12-6	£1-12-6
China, Steamer „ „	Rs. 15	Rs. 15	Rs. 12
Australia	„ 25	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 7th May.	Week ending 14th May.	Week ending 21st May.
EXCHANGE.			
On England, Bank Bills Sight	1s. 7 5/8 d.	1s. 7 1/16 d.	1s. 6 1/8 d.
„ „ 3 m'ths' „	1s. 7 7/16 d.	1s. 7 5/32 d.	1s. 6 1/16 d.
„ „ 4 „ „	1s. 7 1/32 d.	1s. 7 3/32 d.	1s. 6 3/32 d.
„ „ 6 „ „	1s. 7 1/32 d.	1s. 7 5/16 d.	1s. 7 1/16 d.
First-class Credits ... 3 „ „	1s. 7 1/2 d.	1s. 7 11/32 d.	1s. 7 5/32 d.
„ „ 6 „ „	1s. 7 21/32 d.	1s. 7 23/32 d.	1s. 7 5/16 d.
Documents 3 „ „	1s. 7 1/32 d.	1s. 7 3/8 d.	1s. 7 1/16 d.
„ 6 „ „	1s. 7 11/16 d.	1s. 7 13/32 d.	1s. 7 1/16 d.
Paris Francs Mercantile Bills... 3 „ „	2·07 1/2	2·04 3/4	2·02 1/4
„ „ ...6 „ „	2·09	2·06 1/4	2·03 1/4
Banks, Calcutta, on Demand ...	100	100 1/32	100 1/16
China Mercantile Bills, 60 days' Sight	215	215	215
English Bar Gold, 100 touch (per tola)	Rs. 20-6	Rs. 20-7	Rs. 20-7
Sovereigns	„ 12-10	„ 12-10	„ 12-10-6
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills.	11 per cent.	11 per cent.	8 per cent.
„ of Interest on Demand Loans on Govt. Securities	10 „	10 „	7 „
Money Market	Firm.	Easier.	Easy.
GOVERNMENT SECURITIES.			
Four per cents	94 Better feeling.	96 1/2	96 1/4
Four-and-a-half per cents. ...	97 „	99 1/2 to 100	99 1/2
IMPORTS.			
Piece Goods— Market	Dull.	Dull.	Dull.
Grey Shirting 7lbs. 38-39 in. ...	Rs. 3-3	Rs. 3-2	Rs. 3-1
„ „ 8 1/4lbs.	„ 3-7	„ 3-7	„ 3-7
„ Madapollams 31lbs. 32 in..	„ 1-2	„ 1-2	„ 1-2
Mule Twist, No. 40s per lb. ...	As. 8 1/4 to 8 3/4	As. 8 1/4 to 8 3/4	As. 8 1/4 to 8 3/4
Water „ No. 30s „ ...	„ 8 to 8 1/4	„ 8 to 8 1/4	„ 8 to 8 1/4
Copper (Braziers), per cwt. ...	Rs. 34	Rs. 34 1/2	Rs. 35 1/2
Yellow Metal „ ...	„ 28 1/2	„ 29	„ 28 1/2 to 29
Welsh Bar Iron, per candy ...	„ 25 1/2	„ 25 1/2	„ 25 1/2
Staffordshire Bar Iron, per candy	„ 27	„ 27	„ 27 1/2
Swedish Bar Iron „ ...	„ 44 to 46	„ 43 to 44	„ 44 to 45
Davison's West Hartley Coal (per ton) alongside.	„ 14 1/2	„ 14 1/2	„ 14
Welsh Hartley Coal (per ton) „	„ 14	„ 14	„ 14
Cardiff Coal (per ton) „	„ 15 1/2	„ 15 1/2	„ 15

mittee of the Chamber of Commerce during the Year 1885—*contd.*

Quotations.	Week ending 7th May.	Week ending 14th May.	Week ending 21st May.
EXPORTS.			
Cotton— Market	Quiet but Steady.	Quiet but Steady.	Firm.
Broach, Good per candy...	Rs. 215	Rs. 210	Rs. 212
Hinganghaut, Good „ ...	...	...	...
Oomrawuttee, Fine „ ...	...	...	...
„ F.G. „ ...	„ 197	„ 198	„ 202
„ Good „ ...	„ 192	„ 192	„ 194
„ F.G.F. „ ...	„ 185	„ 183	„ 183
Dhollera, Fine „ ...	„ 210	„ 208	„ 209
„ F.G. „ ...	„ 205	„ 204	„ 205
„ Good „ ...	„ 200	„ 200	„ 202
„ F.G.F. „ ...	„ 192	„ 192	„ 192
Bengals, Fine „ ...	...	...	...
„ F.G. „ ...	...	...	...
„ Good „ ...	...	...	...
„ F.G.F. „ ...	...	...	...
Dharwar (S. G.), Good „ ...	„ 197	„ 198	„ 199
„ „ F.G.F. „ ...	...	...	...
Compta, F.G.F. „ ...	...	...	...
„ G.F. „ ...	...	...	...
Westerns, Good „ ...	...	...	...
„ F.G.F. „ ...	...	...	...
„ G.F. „ ...	...	...	...
Gingelly Seed (per candy) of 5 cwt.	Rs. 38 to 40	Rs. 38	„ 38
Linseed (per cwt.)	„ 5-11	„ 5-11	„ 5-14
Rapeseed „	„ 5-12½	„ 5-12	„ 6-1
Wheat (White Pessy), No. 1 per candy of 756 lbs...	„ 25½	„ 25½	„ 25½
„ (Laskari) „ of 728 lbs...	„ 21	„ 21	„ 21
Opium (Malwa) per chest Old....	„ 1,185	„ 1,180	„ 1,180
„ „ „ New.	„ 1,145	„ 1,150	„ 1,150
FREIGHTS.			
Liverpool—Cotton, via Cape (per ton) of 50 feet.	£1-8-9	£1-8-9	£1-8-9
„ „ via Suez Canal (per ton) of 40 feet)	£1-8-9	£1-8-9	£1-8-9
„ Wheat and Seeds ..,	£1-3-9 to £1-5	£1-3-9 to £1-5	£1-5
London—M'ment cargo P. & O. Co.	£1-10	£1-10	£1-10
„ Seeds „ „ ...	£1-5	£1-5	£1-5
„ M'ment „ Cl. Strs...	£1-8-9	£1-8-9	£1-8-9
„ Seeds „ „ ...	£1-5	£1-5	£1-3-9
Havre—Cotton via Cl. (per ton) of 40 ft.	£1-7-6	£1-10	£1-10
Trieste & Venice—Cotton „ „	£2	£2	£2-5
Marseilles and Genoa „ „	£1-15	£1-15	£1-15
China, Steamer „ „	Rs. 12	Rs. 12	Rs. 12
Australia	„ 25	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 28th May.	Week ending 1st June.	Week ending 8th June.
EXCHANGE.			
On England, Bank Bills Sight	1s. 7d.	1s. 6 29/32d.	1s. 6 15/16d.
" " 3 m'ths' "	1s. 7 3/32d.	1s. 7 1/32d.	1s. 7 1/32d.
" " 4 " "	1s. 7 5/32d.	1s. 7 1/16d.	1s. 7 1/16d.
" " 6 " "	1s. 7 1/4d.	1s. 7 1/8d.	1s. 7 1/8d.
First-class Credits...3 " "	1s. 7 9/32d.	1s. 7 5/32d.	1s. 7 1/8d.
" " 6 " "	1s. 7 1/4 3/4d.	1s. 7 7/32d.	1s. 7 1/4d.
Documents ... 3 " "	1s. 7 11/16d.	1s. 7 1/8d.	1s. 7 3/16d.
" " 6 " "	1s. 7 1/16d.	1s. 7 1/4d.	1s. 7 9/32d.
Paris Francs Mercantile Bills ... 3 " "	2·03½	2·01½	2·02
" " 6 " "	2·05	2·03	2·03½
Banks, Calcutta, on Demand ...	100 3/32	100	100 1/8
China Mercantile Bills, 60 day's Sight...	215	214	215
English Bar Gold, 100 touch (per tola)	Rs. 20-8	Rs. 20-7-6	Rs. 20-8
Sovereigns	" 12-10-6	" 12-10-6	" 12-10-6
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills... ...	8 per cent.	8 per cent.	8 per cent.
" of Interest on Demand.	7 "	7 "	7 "
Loans on Govt. Security.			
Money Market	Easy.	Steady.	Easy.
GOVERNMENT SECURITIES.			
Four per cents	95⅝ Better feeling.	96¼ to 96⅜ Firm.	96⅞
Four-and-a-half per cents. ...	99½ "	99½ "	99¾
IMPORTS.			
Piece Goods— Market	Dull.	Dull.	Quiet.
Grey Shirtings 7lbs. 38-39 in....	Rs. 3-2	Rs. 3-4	Rs. 2-12
" " 8¼lbs. " ...	" 3-7	" 3-7	" 4
" Madapollams 3lbs. 32in....	" 1-2	" 1-1½	" 1-8
Mule Twist, No. 40s per lb. ...	As. 8¼ to 8½	As. 8¼	As. 8¼ to 8½
Water " No. 30s " ...	" 8 to 8½	" 8 to 8½	" 8 to 8½
Copper (Braziers), per cwt. ...	Rs. 35	Rs. 35¾ to 36	Rs. 35½
Yellow Metal, " ...	" 28½ to 29	" 29	" 28¾ to 29
Welsh Bar Iron, per candy ...	" 25	" 25	" 25½
Staffordshire Bar Iron, per candy	" 27	" 27	" 27
Swedish Bar Iron " ...	" 43 to 44	" 43	" 42 to 44
Davison's West Hartley Coal (per ton) alongside.	" 14	" 14	" 13
Welsh Hartley Coal (per ton) "	" 13½	" 13	" 12
Cardiff Coal (per ton) "	" 14 to 15	" 15	" 13

mittee of the Chamber of Commerce during the Year 1885—*contd.*

Quotations.	Week ending 28th May.	Week ending 1st June.	Week ending 8th June.
EXPORTS.			
Cotton— Market	Quiet.	Quiet but steady.	Very Quiet; little doing.
Broach, Good, per candy...	Rs. 210	Rs. 210	Rs. 214 Ready
Hinganghaut, Good „ ...	...	Nominal	...
Oomrawuttee, Fine „ ...	...	„	„ 203 Ready
„ F.G. „ ...	„ 200	„ 201	„ 198 „
„ Good „ ...	„ 194	„ 195	„ 192 „
„ F.G.F. „ ...	„ 188	„ 188	„ 183 „
Dhollera, Fine „ ...	„ 210	„ 209	„ 209 „
„ F.G. „ ...	„ 205	„ 204	„ 204 „
„ Good „ ...	„ 200	„ 200	„ 199 „
„ F.G.F. „ ...	„ 196	„ 195	„ 194 „
Bengals; Fine „ ...	...	Nominal.	Unavailable.
„ F.G. „ ...	...	„	Rs. 173 Noml.
„ Good „ ...	...	„	„ 164 „
„ F.G.F. „ ...	...	„	„ 154 „
Dharwar (S. G.) Good. „ ...	„ 199	„ 200	„ 201
„ „ F.G.F „ ...	...	„ 195	„ 195 Noml.
Compta, F.G.F. „ ...	„ 183	„ 183	„ 185
„ G.F. „ ...	„ 178	„ 178	„ 180
Westerns, Good „ ...	...	Nominal.	„ 194
„ F.G.F. „ ...	...	„	„ 189
„ G.F. „ ...	...	„	„ 184 Noml:
Gingelly Seed (per candy) of 5 cwts.	„ 38	„ 38	Unavailable.
Linseed (per cwt.)	„ 5-12½	„ 5-12½	Rs. 5-13 Bazaar terms.
Rapeseed „	„ 6	„ 5-15	Rs. 5-15 „
Wheat (White Pessy), No. 1 per candy of 756 lbs...	„ 25	„ 24¾	„ 24¾ „
„ (Laskari) „ of 728 lbs....	„ 21¼	„ 21	„ 21¼
Opium (Malwa) per chest Old...	„ 1,180	„ 1,180	„ 1,180
„ „ „ New...	„ 1,150	„ 1,150	„ 1,145
FREIGHTS.			
Liverpool—Cotton, via Cape, (per ton of 50 feet).	£1-7-6	£1-5 no ship	No tonnage.
„ „ via Suez Canal (per ton of 40 ft).	£1-5 to £1-6-3	£1-5	£1-3-9
„ Wheat and Seeds ...	£1-2-6 old scale	£1-1-3-9 to 1-5 old scale	£1
London—M'ment Cargo P.& O.Co.	£1-8-9	£1-7-6 old scale	£1-5
„ Seeds „ „ ...	£1-6-3 old scale	£1-3-9 „	£1-2-6
„ M'ment „ Cl. Strs...	£1-7-6	£1-6-3 to £1-5 new scale	£1-3-9
„ Seeds „ „ ...	£1-6-3 new scale	£1-1-3-9 to 1-5 new scale	£1-0-3
Havre—Cotton via Cl. (per ton of 40 ft).	£1-8-9 to 1-10	£1-7-6 to 1-6-3 „	£1-6-3
Trieste & Venice—Cotton „ „	£1-15 to 1-17-6	£1-17-6	£1-12-6
Marseilles and Genoa „ „	£1-13-9	£1-12-6	£1-10
China, Steamer „ „	Rs. 10	...	Rs. 10 to Rs. 12
Australia	...	...	...

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 15th June.	Week ending 22nd June.	Week ending 29th June.
EXCHANGE.			
On England, Bank Bills Sight	1s. 6 29/32d.	1s. 6 29/32d.	1s. 6 15/16d.
,, ,, 3 m'ths ,,	1s. 6 31/32d.	1s. 6 31/32d.	1s. 6 7/8d.
,, ,, 4 ,, ,,	1s. 7 1/32d.	1s. 7 1/32d.	1s. 6 15/16d.
,, ,, 6 ,, ,,	1s. 7 1/8d.	1s. 7 3/32d.	1s. 7d.
First-class Credits 3 ,, ,,	1s. 7 3/32d.	1s. 7 1/16d.	1s. 6 31/32d.
,, ,, 6 ,, ,,	1s. 7 7/32d.	1s. 7 5/16d.	1s. 7 3/32d.
Documents 3 ,, ,,	1s. 7 1/8d.	1s. 7 1/16d.	1s. 7d.
,, 6 ,, ,,	1s. 7 1/4d.	1s. 7 3/16d.	1s. 7 1/8d.
Paris Francs Mercantile Bills ...3 ,, ,,	2·01½	2·01½	2·00½
,, ,, 6 ,, ,,	2·03	2·03	2·02
Banks, Calcutta, on Demand ...	100 1/16	100 1/8	100 1/16
China Mercantile Bills, 60 days' Sight	215	221¾	219½
English Bar Gold	Rs. 20-7	Rs. 20-7-3	Rs. 20-7
Sovereigns	,, 12-10-6	,, 12-10-6	,, 12-11
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills.	7 per cent.	6 per cent.	5 per cent.
,, of Interest on Demand Loans on Govt. Securities.	6 ,,	5 ,,	4 ,,
Open Market Rate	...	...	...
Money Market	Easy.	Easy.	Easy.
GOVERNMENT SECURITIES.			
Four per cents.	96¾ Quiet.	96⅞	98 3/16 Steady.
Four-and-a-half per cents. ...	99½ to 99¾ Quiet	100	100½ ,,
IMPORTS.			
Piece Goods— Market	Quiet.	Quiet.	Quiet.
Grey Shirtings 7 lbs. 38-39 in.	Rs. 3-2	Rs 3-1	Rs. 3-2
,, ,, 8¼ lbs. ,, ...	,, 3-7	,, 3-6	,, 3-6
,, Madapollams 3 lbs. 32 in..	,, 1-2	,, 1	,, 1-2
Mule Twist, No. 40s per lb. ...	As. 8¼ to 8½	As. 8¼ to 8½	As. 8¼ to 8½
Water ,, No. 30s ,, ...	,, 8 to 8½	,, 8 to 8½	,, 8 to 8½
Copper (Braziers), per cwt. ...	Rs. 35¼	Rs. 35½	Rs. 35-10
Yellow Metal ,, ,, ..	,, 28½ to 29	,, 29 to 29¼	,, 29¼
Welsh Bar Iron, per candy ...	,, 25	,, 25	,, 24½
Staffordshire Bar Iron, per candy.	,, 27	,, 27	,, 27
Swedish Bar Iron ,, ...	,, 43 to 45	,, 43 to 45	,, 43 to 46
Davison's West Hartley Coal (per ton) alongside.	,, 13½	,, 13½	,, 13 to 13½
Welsh Hartley Coal (per ton) ,,	,, 13	,, 12½	,, 12½
Cardiff Coal (per ton) ,,	,, 14	,, 13	,, 13 to 14

mittee of the Chamber of Commerce during the Year 1885—*contd.*

Quotations.	Week ending 15th June.	Week ending 22nd June.	Week ending 29th June.
EXPORTS.			
Cotton— Market	Quiet; little doing for exp rt. (Ready.)	Dull; nothing doing for export. (Ready.)	Quiet. (Ready.)
Broach, Good, per candy ..	Rs. 210	Rs. 210 Noml.	Rs. 208
Oomrawuttee, Fine ,, ...	,, 200	,, 202	,, 202
,, F. G. ,, ...	,, 195	,, 197	,, 198
,, Good ,, ...	,, 190	,, 190	,, 192
,, F.G.F. ,, ...	,, 182	,, 182	,, 185
Dhollera, Fine ,, ...	,, 208	,, 205	,, 207
,, F.G. ,, ...	,, 203	,, 200	,, 202
,, Good ,, ...	,, 198	,, 195	,, 197
,, F.G.F. ,, ...	,, 192	,, 190	,, 190
Bengals, Fine ,, ...	...	...	...
,, F. G. ,, ...	...	...	...
,, Good ,, ...	,, 160	,, 160	,, 160
,, F.G.F. ,, ...	,, 150	,, 150	,, 150
Dharwar, (S.G.) Good ,, ...	,, 200	,, 200	,, 200
,, F.G.F. ,, ...	,, 194 Noml.	,, 194	,, 195
Compta, F.G.F. ,, ...	,, 182	,, 182	,, 185
,, G.F. ,, ...	Nominal	...	...
Westerns, Good ,, ...	,, 193	,, 193	,, 193
,, F.G.F. ,, ...	,, 187	,, 187	,, 188
,, G.F. ,, ...	,, 182 Noml.	...	...
Gingelly Seed White (per cdd. of 5 cwt).	Unavailable.	Supplies exhausted	Exhausted.
Linseed (per cwt.)	Rs. 5-14	Rs. 6 Bazaar terms	Rs. 6
Rapeseed Gujerat Yellow (per cwt.)	,, 5-14-6	,, 6 ,,	,, 5-15-6
Wheat (White Pessy), No. 1 per candy of 756 lbs.	,, 24¼	,, 24-12 ,,	,, 24-8
,, (Laskari) ,, of 728 lbs ...	,, 21¼	,, 21 ,,	,, 21-8
,, Katha (Hard Red) ...	,, 20-8 supplies very small.	,, 20 ,,	,, 21 Nominal.
,, Ahmedabad (Soft Red) ...	,, 24	,, 24-8	,, 25-4 to 25-8
Opium Malwa (per chest) Old ...	,, 1,180	,, 1,180	,, 1,180
,, ,, ,, New ...	,, 1,145	,, 1,150	,, 1,150
FREIGHTS.			
Liverpool—Cotton, via Cape, (per ton 50 feet).	No tonnage on the berth.	£1-7-6 Nominal.	£1-6-3 Nml. no tonnage.
,, ,, via Suez Canal (per ton 40 feet).	£1-1-3 old scale	£0-18-9 to £1 old scale.	£1
,, Wheat and Seeds ...	£0-18-9 ,,	£0-17-6 ,,	£0-17-6 old scale
London—M'ment cargo P.&O. Co.	£1-3-9	£1-2-6	£1-2-6 to 1 7-6 ,,
,, Seeds ,, ,, ...	£1	£0-18-9 to £1	£0-16-3 to 0-17-6 ,,
,, M'ment ,, Cl. Strs.	£1-2-6 to 1-3-9	£0-18-9 to £1	No tonnage.
,, Seeds ,, ,,	£0-18-9 to £1 old scale.	£1-1-3 to £1-3-9 new scale.	,,
Havre—Cotton via Cl. (per ton of 40 ft.)	£1-3-9	£1-5	£1-3-9 new scale
Trieste & Venice—Cotton ,, ,,	£1-11-3 to £1-12-6	£1-11-3 to £1-12-6 at 2s. Ex.	£1-10 at 2s. Ex.
Marseilles and Genoa ,, ,,	£1-2-6	£1-2-6	£1-5
China, Steamer ,, ,,	Rs. 10 to Rs. 12	Rs. 10 to Rs. 12	Rs. 10 to Rs. 12
Australia	...	...	...

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 6th July.	Week ending 13th July.	Week ending 20th July.
EXCHANGE.			
On England, Bank Bills Sight	1s. 6 21/32 d.	1s. 6 3/4 d.	1s. 6 23/32 d. to 3/4 d.
" " 3 m'ths' "	1s. 6 29/32 d.	1s. 6 3/4 1/4 d.	1s. 6 1/2 d.
" " 4 " "	1s. 6 15/16 d.	1s. 6 7/8 d.	1s. 6 27/32 d.
" " 6 " "	1s. 7d.	1s. 7d.	1s. 6 29/32 d.
First-class Credits... 3 " "	1s. 7d.	1s. 6 31/32 d.	1s. 6 7/8 d.
" " 6 " "	1s. 7 1/8 d.	1s. 7 1/32 d.	1s. 7d.
Documents 3 " "	1s. 7 1/32 d.	1s. 6 15/16 d.	1s. 6 1/2 d.
" 6 " "	1s. 7 5/32 d.	1s. 7 1/16 d.	1s. 7 1/32 d.
Paris Francs Mercantile Bills...3 " "	2·01	2·00 1/4	2·00
" " 6 " "	2·02 1/2	2·01 3/4	2·01 1/2
Banks, Calcutta, on Demand ...	100 1/8	100 1/16	100 3/16
China Mercantile Bills 60 day's Sight	220	220	220
English Bar Gold...	Rs. 19-7	Rs. 20-7	Rs. 20-8
Sovereigns	" 12-11	" 12-10.6	" 12-12-3
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills...	5 per cent.	5 per cent.	5 per cent.
" of Interest on Demand Loans on Govt. Securities.	4 "	4 "	4 "
Open Market Rate	...	...	2 "
Money Market	Easy.	Easy.	Easy
GOVERNMENT SECURITIES.			
Four per cents	99 3/4	99 1/16	97 1/8
Four-and-a-half per cents.. ...	102	101 1/2	100
IMPORTS.			
Piece Goods— Market	Quiet.	Quiet.	Quiet.
Grey Shirtings 7lbs. 38-39 in....	Rs. 3-2	Rs. 3-2	Rs. 3-2
" " 8 1/4 lbs. " ...	" 3-7	" 3-6	" 3-6
" Madapollams 3lbs. 32in....	" 1-2	" 1-2	" 1-1
Mule Twist, No. 40s per lb. ...	As. 8 1/4 to 8 1/2	As. 8 1/4 to 8 1/2	As. 8 1/4 to 8 1/2
Water " No. 30s " ...	" 8 to 8 1/2	" 8 to 8 1/2	" 8 to 8 1/2
Copper (Braziers), per cwt. ...	Rs. 36	Rs. 35 1/2	Rs. 35 1/2
Yellow Metal, " ...	" 29 1/2	" 29 1/4	" 29 1/2
Welsh Bar Iron, per candy ...	" 24 1/2	" 24 1/2	" 24 1/2
Staffordshire Bar Iron, per candy	" 27	" 27	" 27
Swedish Bar Iron " ...	" 43 to 45	" 43 to 45	" 43 to 45
Davison's West Hartley Coal (per ton) alongside.	" 14 1/2	" 15 1/4	" 15 1/4
Welsh Hartley Coal (per ton) "	" 13	" 14	" 13
Cardiff Coal (per ton) "	" 15	" 15 1/2	" 15 1/4

mittee of the Chamber of Commerce during the Year 1885—*contd.*

Quotations.	Week ending 6th July.	Week ending 13th July.	Week ending 20th July.
EXPORTS.			
Cotton—Market	Quiet but steady. (Ready.)	Very Quiet. (Ready.)	Dull. (Ready.)
Broach, Good, per candy...	Rs. 208 Noml.	Rs. 205 Noml.	Rs. 205
Oomrawuttee, Fine „ ...	„ 202 „	„ 205 „	„ 203 Noml.
„ F.G. „ ...	„ 197	„ 200	„ 198
„ Good „ ...	„ 192	„ 195	„ 193
„ F.G.F. „ ...	„ 184	„ 185	„ 185
Dhollera, Fine „ ...	„ 208	„ 208	„ 206
„ F.G. „ ...	„ 203	„ 203	„ 202
„ Good „ ...	„ 198	„ 198	„ 197
„ F.G.F. „ ...	„ 190	„ 192	„ 191
Bengals, Fine „ ...	...	...	...
„ F.G. „ ...	...	...	...
„ Good „ ...	„ 160	„ 158	„ 158
„ F.G.F. „ ...	„ 152	„ 150	„ 148
Dharwar, (S.G.) Good „ ...	„ 200	„ 200	„ 200
„ F.G.F. „ ...	„ 195 Noml.	„ 195	„ 195
Compta, F.G.F. „ ...	„ 184	„ 185	„ 183
„ G.F. „ ...	...	...	...
Westerns, Good „ ...	„ 193	„ 193	„ 193
„ F.G.F. „ ...	„ 187	„ 187	„ 187 Noml.
„ G.F. „ ...	...	...	...
Gingelly Seed White (per cdd. of 5 cwt).	No supplies.	No supplies.	No supplies.
Linseed (per cwt.)	Rs. 6-1	Rs. 6-2	Rs. 6-2
Rapseed Gujerat Yellow (per cwt.)	„ 6	„ 6-1	„ 6-1
Wheat (White Pessy), No. 1 per candy of 756 lbs.	„ 25-4	„ 25-8	„ 25-8
„ (Laskari) „ of 728 lbs.	„ 21-8	„ 21-8	„ 22-8
„ Katha (Hard Red) ...	„ 21-8	„ 21-8	„ 21-8
„ Ahmedabad (Soft Red) ...	„ 25-4	„ 25	„ 24-8
Opium Malwa (per chest) Old ...	„ 1,185	„ 1,185	„ 1,175
„ „ „ New ...	„ 1,155	„ 1,155	„ 1,145
FREIGHTS.			
Liverpool—Cotton, via Cape, (per ton 50 feet.)	£1-5 Nominal no tonnage.	£1-5 Nominal no tonnage.	£1-5 Nominal no tonnage.
„ „ via Suez Canal (per ton 40 feet).	£1	£1	£1
„ Wheat and Seeds ...	£0-17-6 to 0-18-9 old scale.	£0-17-6	£0-16-3
London—M'ment cargo P.& O. Co.	£1-2-6 to 1-7-6	£1-2-6 to 1-7-6	£1-2-6 to 1-10
„ Seeds „ „ ...	£1 Nominal.	£0-16-3 to 0-17-6	£0-16-3 to 0-17-6
„ M'ment „ Cl. Strs...	£1-2-6 to 1-7-6	No tonnage.	£1-2-6 to 1-7-6
„ Seeds, „ „ ...	£0-18-9 to £1	„	£0-16-3 to 0-17-6
Havre—Cotton via Cl. (per ton of 40 ft.)	£1-2-6	£1-1-3	£1-1-3 Nominal no tonnage.
Trieste & Venice—Cotton „ „	£1-10	£1-7-6 at 2s. Ex.	£1-2-6 at 2s. Ex.
Marseilles and Genoa „ „	£1-5 to 1-7	£1-7-6 at 2s. Ex.	£1-5 at 2s. Ex.
China, Steamer „ „	Rs. 10	Rs. 10	Rs. 10
Australia	...	...	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 27th July.	Week ending 3rd August.	Week ending 10th August.
EXCHANGE.			
On England, Bank Bills Sight	1s. 6 2/32 d.	1s. 6 13/16 d.	1s. 6 7/32 d.
„ „ 3 m'ths' „	1s. 6 7/32 d.	1s. 6 7/32 d.	1s. 6 15/16 d.
„ „ 4 „ „	1s. 6 1/8 d.	1s. 6 1/8 d.	1s. 6 31/32 d.
„ „ 6 „ „	1s. 6 1/16 d.	1s. 7d.	1s. 7 1/32 d.
First-class Credits... 3 „ „	1s. 6 2/32 d.	1s. 6 1/8 d.	1s. 7d.
„ „ 6 „ „	1s. 7 1/32 d.	1s. 7 1/16 d.	1s. 7 1/8 d.
Documents ... 3 „ „	1s. 6 1/8 d.	1s. 6 31/32 d.	1s. 7 1/32 d.
„ ... 6 „ „	1s. 7 1/16 d.	1s. 7 3/32 d.	1s. 7 5/32 d.
Paris Francs Mercantile Bills... 3 „ „	2·00 1/4	2·00 3/4	2·01
„ ... 6 „ „	2·02	2·02 1/4	2·02 1/4
Banks, Calcutta, on Demand ...	100 1/16	100 1/16	100 1/16
China Mercantile Bills, 60 days' Sight	226	226	226
England Bar-Gold	Rs. 20-9	Rs. 20-8-6	Rs. 20-8-6
Sovereigns	„ 12-13	„ 12-14-6	„ 12-14
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills ...	5 per cent.	5 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „	4 „
Open Market Rate	2 „	2 „	2 „
Money Market	Easy.	Easy.	Easy.
GOVERNMENT SECURITIES.			
Four per cents.	97 7/8	98 3/8	98 1/16
Four-and-a-half per cents ...	101	101	101
IMPORTS.			
Piece Goods— Market	Quiet	Quiet	Quiet
Grey Shirtings 7lbs. 38-39 in...	Rs. 3-2	Rs. 3-2	Rs. 3-2
„ „ 8 1/4 lbs.	„ 3-6	„ 3-6	„ 3-9
„ Madapollams 3lbs. 32 in ...	„ 1-2	„ 1-1	„ 1-1
Mule Twist No. 40s per lb. ...	As. 8 1/4 to 8 5/8	As. 8 1/4 to 8 1/2	As. 8 to 8 1/4
Water „ No. 30s „ ...	„ 8 to 8 1/2	„ 8 to 8 3/8	„ 8 to 8 3/8
Copper (Braziers), per cwt. ...	Rs. 35 1/2	Rs. 35	Rs. 35
Yellow Metal „ „ ...	„ 29 1/4	„ 29	„ 29
Welsh Bar Iron, per candy ...	„ 24 1/2	„ 24 1/2	„ 24 1/2
Staffordshire Bar Iron, per candy.	„ 27	„ 27	„ 27
Swedish Bar Iron „ ...	„ 43 to 45	„ 43 to 44	„ 44 to 45
Davison's West Hartley Coal (per ton) alongside.	„ 15 arrive.	„ 15 to arrive.	„ 15 1/2 to arrive
Welsh Hartley Coal (per ton) „	„ 13 1/2 „	„ 13 1/2 „	„ 13 1/2 „
Cardiff Coal (per ton) „	„ 15 Ready, &c., 15 1/4 to arrive.	„ 15 1/2 „	„ 15 1/2 „

mittee of the Chamber of Commerce during the Year 1885—*contd.*

Quotations.	Week ending 27th July.	Week ending 3rd August.	Week ending 10th August.
EXPORTS.			
Cotton— Market	Dull for Export. (Ready.)	Dull. (Ready.)	Unchanged. (Ready.)
Broach, Good, per candy...	Rs. 210	Rs. 210 Noml.	Rs. 210
Oomrawuttee, Fine ,, ...	,, 203 Noml.	,, 203 ,,	...
,, F.G. ,, ...	,, 198	,, 198	,, 198
,, Good ,, ...	,, 192	,, 193	,, 193
,, F.G.F. ,, ...	,, 184	,, 185	,, 185
Dhollera, Fine ,, ...	,, 206	,, 208	,, 206
,, F.G. ,, ...	,, 201	,, 203	,, 201
,, Good ,, ...	,, 197	,, 198	,, 195
,, F.G.F. ,, ...	,, 192	,, 192	,, 190
Bengals, Fine ,, ...	...	...	...
,, F.G. ,, ...	...	,, 170	,, 170
,, Good ,, ...	,, 158	,, 162	,, 160
,, F.G.F. ,, ...	,, 148	,, 152	,, 150
Dharwar (S.G.) Good ,, ...	,, 200	,, 200	,, 200 Noml.
,, F.G.F. ,, ...	,, 195	,, 195	,, 195
Compta, F.G.F. ,, ...	,, 182	,, 182	,, 182
,, G.F. ,, ...	...	...	...
Westerns, Good ,, ...	,, 193	,, 194	,, 195
,, F.G.F. ,, ...	,, 187	,, 189	,, 189
,, G.F. ,, ...	...	...	...
Gingelly Seed White (per candy of 5 cwt)	No Supplies.	No Supplies.	No Supplies.
Linseed (per cwt.)	Rs. 6-2	Rs. 6-2	Rs. 6-3-6
Rapeseed Gujerat Yellow (per cwt., ...	,, 6-2	,, 6-1	,, 6-1
Wheat (White Pessy), No. 1 per candy of 756 lbs.	,, 25-8	,, 25-8	,, 26 Fine 26½
,, (Luskari) per cdy. of 728 lbs.	,, 22-8	,, 22-8	,, 22-8
,, Katha (Hard Red)	,, 21	,, 21	,, 21-8
,, Ahmedabad (Soft Red) ...	,, 24-4	,, 24	,, 24-8
Opium (Malwa) (per chest) Old.	,, 1,190	,, 1,195	,, 1,198
,, ,, ,, New.	,, 1,160	,, 1,165	,, 1,165
FREIGHTS.			
Liverpool—Cotton, via Cape, (per ton 50 feet.,	£1-5 Nominal no tonnage.	£1-5 Nominal no tonnage.	£1-5 Nominal no tonnage.
,, ,, via Suez Canal (per ton 40 feet).	£0-18-9	£0-18-9	£1
,, Wheat and Seeds ...	£0-16-3 old scale.	£16-3 old scale.	£0-17-6 to 0-18-9 new scale.
London—M'ment cargo P.&O. Co.	£1-2-6 to 1-7-6 ,,	£1-2-6 to 1-7-6 ,,	£1-3-9 to 1-10
,, Seeds ,, ,, ...	£0-16-3 to 0-17-6 ,,	£0-16-3 to 0-17-6 ,,	£0-17-6 to 0-18-9
,, M'ment ,, Cl. Strs...	£1-1-6 to 1-10 ,,	£1-1-6 to 1-10 ,,	No tonnage
,, Seeds ,, ,, ...	£0-16-3 ,,	£0 16 3 ,,	,,
Havre—Cotton via Cl. (per ton of 40 ft.)	£1	£1	,,
Trieste & Venice—Cotton ,, ,,	£1 at 2s. Ex.	£1 at 2s. Ex.	£1-6
Marseilles and Genoa ,, ,,	£1	£1	£1-6-6 to 1-7-6
China, Steamer ,, ,,	Rs. 10 to 12	Rs. 10 to 12	Rs. 10 to 12
Australia	,, 25	,, 25	,, 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 17th August.	Week ending 24th August.	Week ending 31st August.
EXCHANGE.			
On England, Bank Bills Sight	1s. 6 29/32 d.	1s. 6 15/16 d.	1s. 6 15/16 d.
" " 3 m'ths "	1s. 6 29/32 d.	1s. 6 7/8 d.	1s. 6 3/8 1/2 d.
" " 4 " "	1s. 6 15/16 d.	1s. 6 13/16 d.	1s. 6 13/16 d.
" " 6 " "	1s. 6 7/8 d.	1s. 6 3/4 1/2 d.	1s. 6 3/4 d.
First-class Credits 3 " "	1s. 6 7/8 d.	1s. 6 3/4 d.	1s. 6 3/4 d.
" " 6 " "	1s. 7 1/32 d.	1s. 6 7/8 d.	1s. 6 7/8 d.
Documents 3 " "	1s. 6 3/4 d.	1s. 6 3/4 d.	1s. 6 3/4 d.
" 6 " "	1s. 7 1/16 d.	1s. 6 31/32 d.	1s. 6 3/4 1/2 d.
Paris Francs Mercantile Bills...3 " "	2·00	1·98 1/2	1·98 1/4
" " 6 " "	2·01 1/4	2·00	1·99 1/4
Banks, Calcutta, on Demand ...	100 1/16	100 1/16	100 1/8
China Mercantile Bills, 60 days' Sight	224	223	222
English Bar Gold 100 touch (per total...	Rs. 20-9	Rs. 20-9	Rs. 20-10
Sovereigns	" 12-14	" 13	" 12-14
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills...	5 per cent.	5 per cent.	5 per cent.
" of Interest on Demand Loans on Govt. Securities.	4 "	4 "	4 "
Open Market Rate	2 "	2 "	2 "
Money Market	Easy.	Easy.	Easy.
GOVERNMENT SECURITIES.			
Four per cents	98 1/8	98 1/8	98 5/16
Four-and-a-half per cents.. ...	100	100	99 3/8
IMPORTS.			
Piece Goods— Market	Quiet	Quiet	Quiet
Grey Shirtings 7lbs. 38-39 in ...	Rs. 3-1	Rs. 3-1	Rs. 3-2
" " 8 1/4 lbs.	" 3-6	" 3-6	" 3-7
" Madapollams 31lbs. 32 in ...	" 1-2	" 1-2	" 1-2
Mule Twist No. 40s per lb. ...	As. 8 to 8 1/2	As. 7 3/4 to 8 1/2	As. 7 3/4 to 8 1/2
Water " No. 30s " ...	" 8 to 8 3/8	" 8 to 8 3/8	" 8 to 8 3/8
Copper (Braziers); per cwt. ...	Rs. 35-2	Rs. 34-14	Rs. 34-12
Yellow Metal " "	" 29 1/4	" 29-6	" 29 to 29 1/4
Welsh Bar Iron, per candy ...	" 24 1/4	" 24 1/4	" 24 1/2
Staffordshire Bar Iron, per candy.	" 27	" 27	" 27
Swedish Bar Iron " ...	" 43 to 44	" 43 to 44	" 43 to 44
Davison's West Hartley Coal (per ton) alongside.	" 15	" 15 to arrive	" 15 to arrive
Welsh Hartley Coal (per ton) "	" 13 1/2.	" 13 1/2 "	" 13 1/2 "
Cardiff Coal (per ton) "	" 15	" 15	" 15 1/4 "

mittee of the Chamber of Commerce during the Year 1885—*contd.*

Quotations.	Week ending 17th August.	Week ending 24th August.	Week ending 31st August.
EXPORTS.			
Cotton— Market	Dull; nothing doing for export. (Ready).	Dull (Ready).	Quiet (Ready).
Broach, Fine, per candy...	...	...	...
„ Good „ ...	Rs. 210 Noml.	Rs. 208	Rs. 208 Nml.
Oomrawuttee Fine „ ...	...	...	...
„ F.G. „ ...	„ 198	„ 197	...
„ Good „ ...	„ 193	„ 192	„ 192
„ F.G.F. „ ...	„ 185	„ 184	„ 185
Dhollera, Fine „ ...	...	...	...
„ F.G. „ ...	„ 200	„ 201	„ 200
„ Good „ ...	„ 195	„ 196	„ 195
„ F.G.F. „ ...	„ 190	„ 190	„ 190
Bengals, Fine „ ...	...	...	„ 162 Dec.-Jan. Delivery.
„ F.G. „ ...	„ 170	„ 170	„ 168
„ Good „ ...	„ 160	„ 160	„ 160
„ F.G F. „ ...	„ 150	„ 150	„ 150
Dharwar, (S.G.) Good „ ...	„ 202 Noml.	„ 202	„ 200 Nominal
„ F.G.F. „ ...	„ 195	„ 196	„ 195 „
Compta, F.G.F. „ ...	„ 184	„ 182	„ 180
„ G.F. „ ...	...	...	...
Westerns, Good „ ...	„ 194	„ 195	„ 195
„ F.G.F. „ ...	„ 189	„ 190	„ 190
„ G.F. „ ...	...	...	...
Gingelly Seed White (per candy of 5 cwt)	No Supplies.	No Supplies.	No Supplies.
„ Mixed „ ...	...	...	...
Linseed (per cwt.)	Rs. 6-5	Rs. 6-8	Rs. 6-8
Rapseed Gujerat Yellow (per cwt.) ..	„ 6	„ 6	„ 6
„ Red Cawnpore „ ...	...	...	...
Wheat (White Pessy), No. 1 per candy of 756 lbs.	„ 26-4	„ 26-4 to 26-12	„ 25-12 to 26-8
„ (Luskari) per cdy. of 728lb.	„ 22-8	„ 22-8	„ 22-8
„ Katha (Hard Red) „	„ 21-4	„ 21	„ 21-8
„ Ahmedabad (Soft Red) „	„ 24	„ 24	„ 23-12
Opium (Malwa) (per chest) Old...	„ 1,190	„ 1,200	„ 1190
„ „ „ New...	„ 1,160	„ 1,160	„ 1160
FREIGHTS.			
Liverpool—Cotton, via Cape, (per ton 50 feet).	£1-5 Nominal no tonnage.	£1-5 Nominal no tonnage.	£1-5 Nominal but no Tonnage.
„ „ via Suez Canal (per ton of 40 feet.)...	£1	£0-17-6 to 0-18-9	£0-17-6
„ Wheat and Seeds ...	£0-17-6 to 0-18-9 new scale.	£0-16 3 old scale	£0-16-3 to 0-17-6 old scale.
London—M'ment cargo P.&O. Co.	£1-3-9 to 1-10	£1 to 1-7-6	£1-2-6 to 1-7-6
„ Seeds „ „ ...	£0-17-6 to 0-18-9	£0-16-3 to 0-17-6	£0-16-3 old scale.
„ M'ment „ Cl. Strs...	No tonnage.	No tonnage.	£1-1-3 to £1-5
„ Seeds „ „ ...	„	„	£0-17-6 new scale.
Havre—Cotton via Cl. (per ton of 40 ft.)	„	£1 to 1-1-3	£1
Antwerp „ „	...	...	...
Trieste & Venice—Cotton „ „	£1-6	£1 at 2s. Ex.	£0-18-9 to £1 at 2s. Ex.
Marseilles and Genoa „ „	£1-6-6 to 1-7-6	No tonnage.	£1-5 to 1-6-3
China, Steamer „ „	Rs. 10 to 12	Rs. 12 to 15	Rs. 12 to 15
Australia	„ 25	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 7th September.	Week ending 14th September.	Week ending 24th September.
EXCHANGE.			
On England, Bank Bills Sight	1s. $6\frac{5}{16}$d.	1s. $6\frac{3}{16}$d.	1s. $6\frac{1}{4}$d.
„ „ 3 m'ths' „	1s. $6\frac{13}{32}$d.	1s. $6\frac{9}{32}$d.	1s. $6\frac{3}{16}$d.
„ „ 4 „ „	1s. $6\frac{7}{16}$d.	1s. $6\frac{5}{16}$d.	1s. $6\frac{3}{8}$d.
„ „ 6 „ „	1s. $6\frac{9}{16}$d.	1s. $6\frac{7}{16}$d.	1s. $6\frac{1}{2}$d.
First-class Credits ... 3 „ „	1s. $6\frac{1}{2}$d.	1s. $6\frac{7}{16}$d.	1s. $6\frac{7}{16}$d.
„ „ 6 „ „	1s. $6\frac{11}{32}$d.	1s. $6\frac{5}{8}$d.	1s. $6\frac{9}{16}$d.
Documents, ... 3 „ „	1s. $6\frac{17}{32}$d.	1s. $6\frac{5}{8}$d.	1s. $6\frac{11}{16}$d.
„ ... 6 „ „	1s. $6\frac{21}{32}$d.	1s. $6\frac{11}{16}$d.	1s. $6\frac{3}{8}$d.
Paris Francs Mercantile Bills ... 3 „ „	1·96	1·94$\frac{1}{2}$	1·95$\frac{1}{4}$
„ 6 „ „	1·97$\frac{1}{2}$	1·96	1·97
On Calcutta Bank Telegraphic Transfer...	100$\frac{1}{16}$	100$\frac{1}{16}$	100$\frac{1}{32}$
On China Mercantile Bills, 60 day's Sight	222	224$\frac{1}{2}$	224$\frac{1}{2}$
Eng. Bar Gold, 100 touch (per tola).	Rs. 20-12	Rs. 20-15	Rs. 20-14-6
Sovereigns	„ 13	„ 13-1	„ 13-1
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills	5 per cent.	5 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „	4 „
Rate of advances in the Open Market on Govt. Securities ...	2 „	2 „	2 „
Money Market	Easy.	Easy.	Easy.
GOVERNMENT SECURITIES.			
Four per cents.	97$\frac{1}{8}$	97$\frac{1}{8}$	97$\frac{3}{8}$
Four-and-a-half per cents ...	98$\frac{1}{4}$	98	98$\frac{3}{4}$
IMPORTS.			
Piece Goods— Market	Quiet.	Quiet.	Quiet.
Grey Shirtings 7lbs. 38-39 in....	Rs. 3-2	Rs. 3	Rs. 3-2
„ „ 8$\frac{1}{4}$lbs. „ ...	„ 3-7	„ 3-6	„ 3-6
„ Madapollams 3lbs. 32 in.	„ 1-1	„ 1-2	„ 1-1
Mule Twist No. 40s, per lb. ...	As. 8 to 8$\frac{1}{2}$	As. 8 to 8$\frac{1}{2}$	As. 7$\frac{7}{8}$ to 8$\frac{1}{4}$
Water „ No. 30s, „ ...	„ 8 to 8$\frac{1}{4}$	„ 8 to 8$\frac{3}{8}$	„ 8 to 8$\frac{3}{8}$
Copper (Braziers), per cwt. ...	Rs. 34-8	Rs. 34-9	Rs. 34-12
Yellow Metal „ ...	„ 29-8	„ 29-8	„ 30
Welsh Bar Iron, per candy ...	„ 25	„ 25	„ 25
Staffordshire Bar Iron, per candy.	„ 27	„ 27	„ 27
Swedish Bar Iron „ ...	„ 42 to 44	„ 43 to 45	„ 43 to 44
Davison's West Hartley Coal (per ton) alongside.	„ 15 to arrive.	„ 15 to arrive.	Rs. 14$\frac{1}{2}$ In Harbour
Welsh Hartley Coal (per ton) „	„ 14 „	„ 14 „	„ 13 to arrive.
Cardiff Coal (per ton) „	„ 15$\frac{1}{4}$ „	„ 15$\frac{1}{2}$ „	„ 15 In Harbour.
EXPORTS.			
Cotton— Market	Quiet (Ready.)	Quiet (Ready.)	Steady for old firm for new crop (Ready.)
Broach, Fine, per candy...	...	...	...
„ Good „ ...	Rs. 208 Nml.	Rs. 210 Nml.	Rs. 210 Nml.

mittee of the Chamber of Commerce during the Year 1885—*contd.*

Quotations.	Week ending 7th September.	Week ending 14th September.	Week ending 24th September.
EXPORTS—*contd.*			
Cotton—			
Oomrawuttee, Fine, per candy...	...	...	...
„ F.G. „ ...	...	Rs. 198 Nml.	Rs. 197
„ Good „ ...	Rs. 193	„ 194	„ 183
„ F.G.F. „ ...	„ 186	„ 185 „	„ 184
Dholleras, Fine, „ ...	...	...	...
„ F.G. „ ...	„ 198	„ 199	...
„ Good „ ...	„ 193	„ 194	„ 195
„ F.G.F. „ ...	„ 188	„ 189	„ 187
Bengals, Fine „	Rs 169 Dec.-Jan. Delivery.	„ 170 Dec.-Jan. Delivery.	„ 171 December Delivery.
„ F.G. „ ...	„ 166	„ 164 „	„ 168
„ Good „ ...	„ 154	„ 154 Nml.	„ 161 Dec. Dly.
„ F.G.F. „ ...	...	...	...
Dharwar, (S.G.) Good „ ...	„ 200 Nml.	„ 200	„ 200
„ F.G.F. „ ...	„ 195 „	...	...
Compta, F.G.F. „ ...	„ 182 „	„ 182	„ 182
„ G.F. „ ...	...	...	...
Westerns, Good „ ...	„ 195	„ 195	„ 194
„ F.G.F. „ ...	„ 190	„ 189	„ 187
„ G.F. „ ...	...	...	...
Gingelly Seed White, (per cdy. of 5 cwts.)	No Supplies.	Nothing Offered.	No Supplies.
„ Mixed „ ...	...	...	...
Linseed (per cwt)...	Rs. 6-10	Rs. 6-12-6	Rs. 6-14
Rapeseed Guzerat Yellow (per cwt.) ...	„ 5-14	„ 5-15	„ 6-1
„ Red Cawnpore „ ...	...	..	...
Wheat White Pessy No. 1 per candy of 756 lbs....	„ 26-4	„ 26-4 to 27	„ 26-8 Fine 27-4
„ Laskari per cdy. of 728 lbs.	„ 23	„ 23	„ 24
„ Katha (Hard Red) „ 728 lbs.	„ 21-8	„ 21-8	„ 22
„ Ahmedabad (Soft Red) per candy of 728 lbs...	„ 23-12	„ 23-12	„ 24-8
Opium (Malwa) (per chest) Old.	„ 1,190	„ 1,190	„ 1,200
„ „ „ New	„ 1,160	„ 1,160	„ 1,175
FREIGHTS.			
Liverpool—Cotton, via Cape, (per ton 50 feet)	No Tonnage.	No Tonnage.	No Tonnage.
„ „ via Suez Canal (per ton 40 feet)...	£0-17-6	£0-17-6	£0-18-9
„ Wheat and Seeds ...	£0-16-3 to 0-17-6 old scale.	£0-15 old scale.	£0-17-6 to 18s. 9d. old scale.
London—M'ment Cargo P.&O.Co.	£1 to 1-10	£1 to 1-7-6	£1-5 to 1-10
„ Seeds „ „ ...	£0-15	£0-15 to £0-16-3 old scale.	£0-17-6 old scale.
„ M'ment „ Canal Strs.	£1 to 1-5	£0-18-9 to 1-7-6	£1-3-9 to 1-10
„ Seeds „ „ ...	£0-17-6 new scale.	£0-13-9 to 0-15	£0 17-6 old scale.
Havre—via Canal...	No Tonnage.	£1-1-6	No Tonnage.
Antwerp „	...	...	...
Trieste & Venice via Canal ...	£1	£1-2-6 to 1-5 at 2s. Ex.	£1 at 2s. Ex.
Marseilles and Genoa	£1-6-3 at 2s. Ex.	£1-10 at 2s. Ex.	£1 for Marseilles £1-7-6 to 1-8-9 at 2s. Ex. for Genoa
China Steamer	Rs. 12 to Rs. 15	Rs. 12 to Rs. 15	Rs. 12 to Rs. 15
Australia	„ 25	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 1st October.	Week ending 8th October.	Week ending 15th October.
EXCHANGE.			
On England, Bank Bills Sight	1s. 6 7/32d.	1s. 6 5/32d.	1s. 6 5/32d.
„ „ 3 m'ths' „	1s. 6 5/16d.	1s. 6 1/4d.	1s. 6 1/4d.
„ „ 4 „ „	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.
„ „ 6 „ „	1s. 6 7/16d.	1s. 6 3/8d.	1s. 6 3/8d.
First-class Credits ... 3 „ „	1s. 6 1/32d.	1s. 6 1/16d.	1s. 6 1/32d.
„ „ ... 6 „ „	1s. 6 9/16d.	1s. 6 5/16d.	1s. 6 1/2d.
Documents ... ... 3 „ „	1s. 6 7/32d.	1s. 6 13/32d.	1s. 6 7/16d.
„ ... ... 6 „ „	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 17/32d.
Paris Francs Mer'tile Bills 3 „ „	1·95	1·93¾	1·94
„ 6 „ „	1·96½	1·95¼	1·95½
On Calcutta Bank, Telegraphic Transfer...	100 1/16	100 1/16	100 1/16
On China, Mercantile Bills, 60 days' Sight	224	224	224
Eng. Bar Gold, 100 touch (per tola)	Rs. 20-13-6	Rs. 20-14	Rs. 21-2
Sovereigns...	„ 13-1-6	„ 13-1	„ 13-2
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills	5 per cent.	5 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „	4 „
Rate of advances in the Open Market on Govt. Securities ...	2 „	2 „	2 „
Money Market	Easy.	Easy.	Very Easy.
GOVERNMENT SECURITIES.			
Four per cents.	97⅛	97⅛	97 1/16
Four-and-a-half per cents. ...	99	99	99⅛
IMPORTS.			
Piece-Goods— Market	Steady.	Steady.	Steady.
Grey Shirtings 7lbs. 38-39 in....	Rs. 3-2	Rs. 3-1	Rs. 3-2
„ „ 8¼lbs.	„ 3-7	„ 3-7	„ 3-7
„ Medapollams 3lbs. 32 in...	„ 1-2	„ 1-1	„ 1-2
Mule Twist No. 40s, per lb. ...	„ 7¾ to 8¼	As. 7¾ to 8¼	„ 7¾ to 8¼
Water „ No. 30s, „ ...	As. 8 to 8⅜	„ 8 to 8⅜	As. 8 to 8⅜
Copper (Braziers), per cwt. ...	Rs. 34-8	Rs. 34½	Rs. 34½
Yellow Metal „ „ ...	„ 30	„ 30	„ 30
Welsh Bar Iron, per candy ...	„ 25	„ 25	„ 25
Staffordshire Bar Iron, per candy.	„ 27	„ 27	„ 27
Swedish Bar Iron	„ 43 to 44	„ 43 to 44	„ 43 to 44
Davison's West Hartley Coal (per ton) alongside.	„ 14½ In harbour	„ 16 to arrive.	„ 14½ to arrive
Welsh Hartley Coal (per ton) „	„ 13 Nominal.	„ 14 Nl. to arrive	„ 13½ Nml to arrive
Cardiff Coal (per ton) „	„ 15 In harbour.	„ 16 to arrive.	„ 15 to arrive.
EXPORTS.			
Cotton— Market	Firm, but few buyers.	Firm for old ready, but closes easier for new crop.	Firm for local consumption; dull very little doing for export.
Broach, Fine per candy...	Rs. 228 Nominal March Dly.	Rs. 226 Feb.-Mar. Delivery.	...
„ Good „ ...	Rs. 220 „	„ 217 „	Rs. 218 Feb.-Mar. Delivery.
Oomrawutee Fine „ ..	...	...	...
„ G.F „ ...	...	...	...

mittee of the Chamber of Commerce during the Year 1885—*contd.*

Quotations.	Week ending 1st October.	Week ending 8th October.	Week ending 15th October.
EXPORTS—*contd.*			
Cotton—			
Oomrawuttee Good per candy...	Rs. 193 Ready.	Rs. 196 Ready.	Rs. 195 Ready.
„ F.G.F. „ ...	„ 185 „	„ 188	„ 185 „
Dhollera, Fine „ ...	...	...	...
„ F.G. „ ...	...	...	...
„ Good „ ...	„ 196 „	„ 198 „	„ 197 Ready.
„ F.G.F. „ ...	„ 186 „	„ 192 „	„ 192 „
Bengals, Fine „ ...	„ 172 Dec. Jan. Delivery.	„ 174 Jan.-Dly.	„ 172 Dec.-Jan. Delivery.
„ F.G. „ ...	„ 167 Dec.Dly.	„ 166 Dec. „	„ 166 „
„ Good „ ...	„ 165 Ready.	„ 160 Ready.	„ 162 Dec.Dly.
„ F.G.F. „ ...	„ 155 „	...	„ 160 Jan. „
Dharwar, (S.G.) Good „ ...	...	„ 202Nml.Rdy.	„ 202 Nml.
„ F.G.F. „ ...	„ 200 „	...	...
Compta, F.G.F. „ ...	„ 188 „	„ 185 „	„ 185
„ G.F. „ ...	...	...	...
Westerns, Good „ ...	...	„ 195	„ 194
„ F.G.F. „ ...	„ 191 to 192 Rdy.	...	...
„ G.F. „ ...	...	...	...
Gingelly Seed White per cdy. of 5 cwt.	Rs. 37-8 Nov.-Jan. Delivery.	„ 37-8	„ 37
„ Mixed „ ...	„ 35-7-6 „	„ 35-8	„ 35
Linseed (per cwt)...	„ 6-14	„ 6-13	„ 6-14
Rapeseed Gujerat Yellow (per cwt.)...	„ 6-5	„ 6-5	„ 6-4
„ Red Cawnpore „ ...	„ 5	„ 5	„ 5
Wheat (White Pessy), No.1 candy of 756 lbs.	„ 27 to 27-4	„ 26-8,Fine27-4	„ 26-8Fine27-8
„ (Laskari) per candy of 728 lbs.	„ 23-8	„ 23-8	„ 24
„ Katha (Hard Red) „ 728 lbs.	„ 22-8	„ 22	„ 21-12
„ Ahmedabad (Soft Red) per candy of 728 lbs.	„ 24-12	„ 25	„ 25-4
Opium (Malwa) (per chest) Old.	„ 1,300	„ 1,250	„ 1,265
„ „ New.	„ 1,275	„ 1,200	„ 1,235
FREIGHTS.			
Liverpool—Cotton, via Cape, (per ton 50 feet)	No Tonnage.	£1-2-6 Nominal no Tonnage.	No Tonnage.
„ „ via Suez Canal (per ton 40 feet)...	£0-18-9 to 1	£1-2-6 to 1-3	£1-2-6
„ Wheat and Seeds ...	£0-18-9 to 1 old scale.	£1 to 1-1-3	£1-1-3 old scale.
London—M'ment Cargo P.&O. Co.	£1-5 to 1-7-6	£1-5 to 1-10	£1-5 to 1-10
„ Seeds „ „ ...	£0-18-9 to 1	£1 to 1-1-3	£1-1-3 to 1-2-6 old scale.
„ M'ment „ Canal Str.	£1-5	£1-2-6 to 1-7-6	£1-3-9 to 1-7-6
„ Seeds „ „ ...	£0-18-9 to 1 old scale.	£1	£1-1-3 old scale
Havre—via Canal...	£1-2-6	£1-5 to 1-7-6	£1-5 to 1-7-6 new scale.
Antwerp „	£1-2-6 to 1-3-9	£1-3-9 to 1-5	£1-5 new scale.
Trieste and Venice via Canal ...	£0-17-6 to 1	£1 to 1-2	£1-2-6 at 2s.Ex-
Marseilles and Genoa	£1,old scale payable at destination or £1-8-9 at 2s Ex payable here.	£1-10	£1-5 to 1-89
China, Steamer	Rs. 12 to Rs. 15	Rs. 12 to 15	Rs. 12 to Rs. 15
Australia	„ 25	„ 25 over 5 tons	„ 25 over 5 Tons

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 22nd October.	Week ending 29th October.	Week ending 5th November.
EXCHANGE.			
On England, Bank Bills Sight	1s. 6 15/16d.	1s. 6 31/32d.	1s. 6 31/32d.
„ „ 3 m'ths' „	1s. 6 31/32d.	1s. 6 1/4d.	1s. 6 29/32d.
„ „ 4 „ „	1s. 6 15/16d.	1s. 6 31/32d.	1s. 6 15/16d.
„ „ 6 „ „	1s. 6 3/8d.	1s. 6 3/8d.	1s. 6 13/32d.
First class Credits ... 3 „ „	1s. 6 7/32d.	1s. 6 11/32d.	1s. 6 11/32d.
„ „ ... 6 „ „	1s. 6 29/32d.	1s. 6 1/4d.	1s. 6 1/4d.
Documents ... 3 „ „	1s. 6 15/16d.	1s. 6 3/8d.	1s. 6 3/8d.
„ ... ... 6 „ „	1s. 6 9/32d.	1s. 6 7/32d.	1s. 6 7/32d.
Paris Francs Mercantile Bills... 3 „ „	1·94 1/4	1·94	1·94
„ „ 6 „ „	1·96 1/4	1·95 1/2	1·95 1/2
On Calcutta Bank, Telegraphic Transfer	Banks closed in Calcutta.	100 1/16	100 1/16
On China Mercantile Bills, 60 day's Sight	224	224	224
Eng. Bar Gold, 100 touch (per tola)	Rs. 21-2	Rs. 21-3	Rs. 20-4
Sovereigns	„ 13-2	„ 13-2	„ 13-2
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills.	5 per cent.	5 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities	4 „	4 „	4 „
Rate of advances in the Open Market on Govt. Securities ...	2 „	2 „	2 „
Money Market	Very Easy.	Easy.	Easy.
GOVERNMENT SECURITIES.			
Four per cents.	97 1/16	97 1/8	97 1/16
Four-and-a-half per cents ...	99 1/4	99 1/4	99
IMPORTS.			
Piece Goods— Market	Steady.	Quiet.	Quiet.
Grey Shirtings 7lbs. 38-39 in...	Rs. 3-2	Rs. 3-1	Rs. 3-2
„ „ 8 1/4lbs. „ ...	„ 3-7	„ 3-7	„ 3-7
„ Madapollams 3lbs. 32 in..	„ 1-1 1/2	„ 1-1	„ 1-2
Mule Twist No. 40s, per lb. ...	„ 7 3/4 to 8 1/4	As. 7 3/4 to 8 1/4	As. 7 3/4 to 8 1/4
Water „ No. 30s. „ ...	As. 8 to 8 3/4	„ 8 to 8 3/4	„ 8 to 8 3/4
Copper (Braziers) per cwt. ...	Rs. 34	Rs. 33 1/2	Rs. 32 3/4
Yellow Metal „ ...	„ 30	„ 29 1/2	„ 29 1/4
Welsh Bar Iron (per candy) ...	„ 26	„ 27	„ 27
Staffordshire Bar Iron „ ...	„ 28	„ 30	„ 29
Swedish Bar Iron „ ...	„ 43 to 44	„ 44 to 46	„ 44 to 47
Davison's West Hartley Coal (per ton) alongside.	„ 15 to arrive.	„ 14 3/4 to arrive	„ 14 3/4 to arrive
Welsh Hartley Coal „ „ ...	„ 14 „	„ 13 1/2 „	„ 13 „
Cardiff Coal „ „ ...	„ 15 1/2 „	„ 15 1/2 „	„ 15 1/2 „
EXPORTS.			
Cotton— Market	Quiet; but steady for local consumption.	Dull; nothing doing.	Quiet.
Broach, Fine best selection, per cdy.	Rs. 217 Mar.-Apl. Delivery.	Rs. 215 Feb-Mar Delivery.	Rs. 214 Feb.-Mar. Delivery.
„ Good „ ...	„ 215 „	„ 213 „	„ 212 „
Oomrawuttee, Fine „ ...	...	...	...
„ F.G. „ ...	...	...	...

mittee of the Chamber of Commerce during the Year 1885—*contd.*

Quotations.	Week ending 22nd October.	Week ending 29th October.	Week ending 5th November.
EXPORTS—*contd.*			
Cotton—			
Oomrawuttee, Good per candy...	„ 195 Ready.	Rs. 195 Ready.	Rs. 194 Ready.
„ F.G.F. „ ...	„ 185 „	„ 187 „	„ 184 „
Dhollera, Fine „ ...	...	...	...
„ F.G. „ ...	...	...	...
„ Good „ ...	„ 197 „	„ 187 Nml. Rdv.	„ 196 „
„ F.G.F. „ ...	„ 188 „	„ 190 Ready.	„ 188 „
Bengals, Fine „	„ 171 Dec.-Jan. De'ivery.	„ 170 Dec. Dely.	...
„ F.G. „ ...	„ 165 „	„ 164 „	„ 165 Nov. Dly.
„ Good „ ...	„ 159 „	„ 154 „	„ 159 Nov Dec. Delivery.
„ F.G.F. „ ...	...	...	...
Dharwar, (S.G.) Good „ ...	„ 202 Nml.	...	...
„ F.G.F. „ ...	...	...	...
Compta, F.G.F. „ ...	„ 185	...	...
„ G.F. „ ...	...	...	...
Westerns, Good „ ...	„ 195 Nml.	„ 194 Ready.	„ 194 Nml. Rdy.
„ F.G.F. „ ...	...	...	...
„ G.F. „ ...	...	...	...
Gingelly Seed, White (per cdy. of 5 cwt.)	„ 36-8	„ 36	„ 35-8
„ Mixed „ ...	„ 35	„ 35	„ 34-8
Linseed (per cwt.)	„ 6-13	„ 6-11-6	„ 6-12
Rapeseed Gujerat Yellow (per cwt).	„ 6-3	„ 6-2	„ 6-1
„ Red Cawnpore „ ...	„ 5-1	„ 5-1	„ 5
Wheat (White Pessy), No. 1 per candy of 756 lbs.	„ 26-12, Fine 27-4	„ 26-8, Fine 27	„ 25-12
„ (Laskari) per cdy. of 728 lbs.	„ 24-4	„ 24	„ 24-4
„ Katha (Hard Red) „ 728 lbs.	„ 21-8	„ 21-12	„ 21-12
„ Ahmedabad (Soft Red) per candy of 728 lbs.	„ 25-4	„ 25-8	„ 25
Opium (Malwa) (per chest) Old...	„ 1,240	„ 1,210	„ 1,215
„ „ „ New...	„ 1,215	„ 1,180	„ 1,185
FREIGHTS.			
Liverpool—Cotton via Cape, (per ton of 50 feet)	No Tonnage.	No Demand.	No Demand
„ „ via Suez Canal (per ton of 40 feet)...	£1-2-6	£1-3-9	£1-2-6
„ Wheat and Seeds ...	£1 to 1-1-3 new scale.	£1 to 1-1-3 old scale.	£1 old scale.
London—M'ment Cargo P.&O.Co.	£1-5 to 1-10	£1-5 to 1-10	£1-2-6 to 1-7-6
„ Seeds „ „ ...	£1 to 1-1-3 new scale.	£1 to 1-1-3 old scale.	£1 old scale.
„ M'ment „ Canal Strz.	£1-2-6 to 1-7-6	£1-3-9 to 1-7-6	£1-2-6 to 1-5
„ Seeds „ „ ...	£1-1-3 old scale.	£1 to 1-1-3 Old Scale.	£0-18-9 to 1
Havre—via Canal... ...	£1-3-9 to 1-5 old scale.	£1-3-9 to 1-5 Nml.	£1-3-9 new scale.
Antwerp „	£1-3-9 to 1-5 old scale.	£1-3-9 to 1-5 new scale.	£1-2-6 to 1-3-9 new scale.
Trieste and Venice via Canal ...	£1-2-6 at 2s. Ex.	£1 to 1-5 at 2s. Ex.	£1-5 at 2s. Ex.
Marseilles and Genoa	£1-2-6	£1-10 to 1-12 at 2s. Ex.	1-2-6 Marseilles. 1-12-6 at 2s. Ex. Genoa.
China, Steamer	Rs. 12 to Rs. 15	Rs. 12 to 15	Rs. 12 to 15
Australia	„ 25	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 12th November.	Week ending 19th November.	Week ending 26th November.
EXCHANGE.			
On England, Bank Bills Sight	1s. $6\frac{3}{16}$d.	1s. $6\frac{5}{32}$d.	1s. $6\frac{3}{16}$d.
„ „ 3 m'ths' „	1s. $6\frac{5}{16}$d.	1s. $6\frac{1}{4}$d.	1s. $6\frac{9}{32}$d.
„ „ 4 „ „	1s. $6\frac{11}{32}$d.	1s. $6\frac{7}{16}$d.	1s. $6\frac{5}{16}$d.
„ „ 6 „ „	1s. $6\frac{13}{32}$d.	1s. $6\frac{1}{4}$d.	1s. $6\frac{3}{8}$d.
First-class Credits ... 3 „ „	1s. $6\frac{3}{8}$d.	1s. $6\frac{3}{8}$d.	1s. $6\frac{13}{32}$d.
„ „ ... 6 „ „	1s. $6\frac{7}{16}$d.	1s. $6\frac{9}{16}$d.	1s. $6\frac{9}{16}$d.
Documents ... ... 3 „ „	1s. $6\frac{15}{32}$d.	1s. $6\frac{15}{32}$d.	1s. $6\frac{7}{16}$d.
„ ... ... 6 „ „	1s. $6\frac{1}{16}$d.	1s. $6\frac{15}{32}$d.	1s. $6\frac{15}{32}$d.
Paris Francs Mer'tile Bills 3 „ „	1·94	1·94	1·94
„ „ 6 „ „	1·95½	1·95½	1·95½
On Calcutta Bank, Telegraphic Transfer	$100\frac{1}{16}$	$100\frac{1}{16}$	$100\frac{1}{16}$
On China Mer'tile Bills, 60 days' Sight	225	223	225
Eng. Bar Gold, 100 touch (per tola)	Rs. 21-4	Rs. 21-6	Rs. 21
Sovereigns	„ 13-2-6	„ 13-2	„ 13-2
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills.	5 per cent.	5 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „	4 „
Rate of advances in the Open Market on Govt. Securities	2 „	2 „	2 „
Money Market	Easy.	Easy.	Easy.
GOVERNMENT SECURITIES.			
Four per cents.	$97\frac{3}{16}$	$96\frac{15}{16}$	$97\frac{9}{16}$ Steady.
Four-and-a-half per cents. ...	99	$98\frac{1}{4}$	$99\frac{1}{4}$ „
IMPORTS.			
Piece Goods— Market	Steady.	Steady.	Quiet.
Grey Shirtings 7lbs. 38-39 in. ...	Rs. 3-2	Rs. 3-2	Rs. 3-8
„ „ 8½lbs. „ ...	„ 3-7	„ 3-7	„ 4
„ Medapollams 3lbs. 32 in....	„ 1-2	„ 1-2	„ 1-8
Mule Twist No. 40s, per lb. ...	As. 7½ to 8¼	As. 7½ to 8¼	As. 7½ to 8¼
Water „ No. 30s, „ ...	„ 8 to 8⅜	„ 8 to 8¼	„ 8 to 8¼
Copper (Braziers), per cwt. ...	Rs. 32¼	Rs. 34½	Rs. 33½
Yellow Metal	„ 29	„ 28½ to 29¼	„ 29
Welsh Bar Iron, per candy ...	„ 27	„ 27½	„ 27½
Staffordshire Bar Iron, per candy.	„ 29	„ 29	„ 29
Swedish Bar Iron „ ...	„ 43 to 44	„ 43 to 45	„ 43 to 44
Davison's West Hartley Coal (per ton) alongside.	„ 14¼ to arrive	„ 14-10 to arrive	„ 14½ to arrive
Welsh Hartley Coal (per ton) „	„ 13 „	„ 13 „	„ 13 „
Cardiff Coal (per ton) „	„ 15¼ „	„ 15 „	„ 15 „
EXPORTS.			
Cotton— Market	Dull.	Very Quiet.	Quiet.
Broach, Fine per candy	Rs. 215 Feb.-Mar. Delivery.	Rs. 216 best selection Mar. Delivery	Rs. 218 Feb.-Mar. Delivery
„ Good „ ...	„ 212 „	„ 212 „	„ 212 „
Hingunghaut, Good „ ...	...	„ 209 ready.	„ 208 Dec.Dly.
Oomrawuttee, Fine „ ...	...	...	„ 199 „
„ F.G. „ ...	„ 189 Jan.-Feb. Delivery.	„ 188 Jan.-Feb. Delivery.	„ 194 „
„ Good „ ...	„ 196 Ready	„ 186 to 187 New Crop.	„ 189 „
„ F.G.F. „ ...	„ 187 „	...	„ 184 „
Julgaum, Good „ ...	...	...	„ 188 „

mittee of the Chamber of Commerce during the Year 1885—*contd.*

QUOTATIONS.	Week ending 12th November.	Week ending 19th November.	Week ending 26th November.
EXPORTS—*contd.*			
COTTON—			
Julgaum, F.G.F. per candy...	...	...	Rs. 184 Dec. Dly.
Dhollera, Fine „ ...	...	...	„ 198 Apl. Dly.
„ F.G. „ ...	...	...	„ 193 „
„ Good „ ...	„ 198 Ready	„ 196 Old Crop.	„ 188 „
„ F.G.F. „ ...	„ 190 „	„ 188 „	...
Bengals, Fine „ ...	„ 172 Dec. Dly.	„ 172 Jan.-Feb. Delivery.	„ 178 Dec. Dly.
„ F.G. „ ...	„ 164 „	„ 167 „	„ 171 „
„ Good „ ...	„ 158 „	„ 163 New Crop Ready.	„ 164 „
„ F.G.F. „ ...	„ 151 „	„ 152 Jan.-Feb. Delivery.	...
Dharwar, (S.G.) Good „ ...	...	...	...
„ F.G.F. „ ...	...	...	...
Compta, F.G.F. „ ...	...	...	...
„ G.F. „ ...	...	...	...
Westerns, Good „	„ 175 June-July Delivery.	„ 173 June-July Delivery.	„ 175 June-July Delivery.
„ F.G.F. „ ...	...	...	...
„ G.F. „ ...	...	...	...
Gingelly Seed, White per candy of 5 cwt.	„ 35	„ 35 to 35-8	„ 34-12
„ Mixed „ ...	„ 34	„ 34-8	„ 34
Linseed (per cwt.)	„ 6-11	„ 6-11-6	„ 6-11-6
Rapeseed Guzerat Yellow (per cwt) ...	„ 6-1	„ 6-1	„ 6-1
„ Red Cawnpore	„ 5	„ 5	„ 5-1
Wheat (White Pessy) No. 1 per candy of 756 lbs...	„ 26	„ 25-12 to 26-8	„ 26
„ (Laskari) per cdy. of 728 lbs.	„ 24-4	„ 24	„ 24
„ Katha (Hard Red) „ 728 lbs.	„ 21-4	„ 21-4	„ 21-4
„ Ahmedabad (Soft Red) per candy of 728 lbs.	„ 25	„ 25	„ 24-12
Opium (Malwa) (per chest) Old...	„ 1,200	„ 1,200	„ 1,190
„ „ „ New...	„ 1,170	„ 1,170	„ 1,170
FREIGHTS.			
Liverpool—Cotton, via Cape, (per ton of 50 feet) ...	No Demand.	No Demand.	No Demand.
„ „ via Suez Canal (per ton of 40 feet).	£1-2-6 to 1-3-9	£1-2-6 to 1-3-9	£1-2-6
„ Wheat and Seeds	£0-15 to 0-16-3 old scale.	£0-17-6 old scale.	£0-16-3 old scale.
London—M'ment Cargo P.&O. Co.	£1-3-9 to 1-7-6	£1-2-6 to 1-7-6	£1-2-6 to 1-7-6
„ Seeds „ „ ...	£0-15 old scale	£0-16-3 to 0-17-6 old scale.	£0-15 to 0-17-6 old scale.
„ M'ment „ Canal Str.	£1-3-9 to 1-7-6	£1-2-6 to 1-7-6	£1-2-6 to 1-6-3
„ Seeds „ „ ...	£0-15 old scale.	£0-15 to 0-16-0 old scale.	£0-13-9 to £0-15 old scale.
Havre—via Canal	No Tonnage.	£1-2-6	£1-1-3 to 1-2-6
Antwerp „	£1-1-3 to 1-2-6 new scale.	£1-1-3 to 1-2-6 new scale.	£1-1-3 to 1-2-6 new scale.
Hull „	...	...	£1 old scale.
Dunkrik „	...	...	£1-2-6 new scale.
Trieste and Venice via Canal ...	£1-5 at 2s. Ex.	£1-5 at 2s. Ex.	£1 to 1-5 at 2s. Ex.
Marseilles and Genoa	£1-8-9 at 2s. Ex.	£1-8-9 to 1-12 at 2s. Ex.	£1-1-3 new scale.
China, Steamer	Rs. 12 to Rs. 15	Rs. 12 to Rs. 15	Rs. 12 to Rs. 15.
Australia	„ 25	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 3rd December.	Week ending 10th December.	Week ending 17th December.
EXCHANGE.			
On England, Bank Bills Sight	1s. 6 31/16 d.	1s. 6 5/32 d.	1s. 5 29/32 d.
" " 3 m'ths' "	1s. 6 9/32 d.	1s. 6 1/2 d.	1s. 6d.
" " 4 " "	1s. 6 11/32 d.	1s. 6 5/16 d.	1s. 6 1/16 d.
" " 6 " "	1s. 7 7/16 d.	1s. 6 3/8 d.	1s. 6 1/8 d.
First-class Credits... 3 " "	1s. 6 13/32 d.	1s. 6 3/8 d.	1s. 6 1/8 d.
" " 6 " "	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 9/32 d.
Documents ... ... 3 " "	1s. 6 7/16 d.	1s. 6 13/32 d.	1s. 6 5/16 d.
" ... ... 6 " "	1s. 6 19/32 d.	1s. 6 9/16 d.	1s. 6 5/16 d.
Paris Francs Mercantile Bills ...	1·94	1·93 3/4	1·91 1/4
" " ...	1·95 1/4	1·95 1/4	1·92 3/4
On Calcutta Bank Telegraphic Transfer.	100 1/16	100 1/16	100 1/16
On China Mer'tile Bills, 60 days' Sight.	225	219	219
Eng. Bar Gold, 100 touch (per tola)	Rs. 21-3-6	Rs. 21-4	Rs. 21-6
Sovereigns	" 13-1-6	" 13-1-6	" 13-3-3
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills: Rate of Interest on Demand loans on Government Securities ..	5 per cent.	5 per cent.	5 per cent.
	4 "	4 "	4 "
Rate of Discount in the Open Market on Government Securities.	2 "	2 "	2 "
Money Market	Easy.	Easy.	Easy.
GOVERNMENT SECURITIES.			
Four per cents.	97 1/16	97 1/16	97 1/16
Four-and-a-half per cents. ...	99 1/4	99 1/4	99 1/8
IMPORTS.			
PIECE GOODS— Market	Quiet.	Quiet.	Quiet.
Grey Shirtings 7 lbs. 38-39 in. ...	Rs. 3-2	Rs. 3-2	Rs. 3-1
" " 8 1/4 lbs. ...	" 3-7	" 3-7	" 3-7
" Madapollams 3 lbs. 32 in.	" 1-1	" 1-2	" 1-1
Mule Twist No. 40s, per lb. ...	As. 7 3/4 to 8 1/4	As. 7 3/4 to 8 1/4	As. 7 1/4 to 8 1/4
Water " No. 30s, " ...	" 8 to 8 3/4	" 8 to 8 3/4	" 8 to 8 3/4
Copper (Braziers), per cwt. ...	Rs. 33 3/4	Rs. 34	Rs. 33 1/4
Yellow Metal " ...	" 29	" 29	" 29
Welsh Bar Iron, per candy ...	" 28	" 28	" 28
Staffordshire Bar Iron, per candy.	" 29	" 30	" 30
Swedish Bar Iron " ...	" 43 to 45	" 42 to 44	" 43 to 44
Davison's West Hartley Coal (per ton) alongside	" 14 1/2 to arrive	" 14 1/2 to arrive	" 14 1/2 to arrive
Welsh Hartley Coal (per ton) "	" 13 1/4 "	" 13 "	" 13 1/2 "
Cardiff Coal (per ton) "	" 14 3/4 "	" 14 1/2 to 15 "	" 15 "
EXPORTS.			
COTTON— Market	Quiet.	Quiet.	Quiet.
Broach Fine per candy.	Rs. 216 Feb.-Mar. Delivery.	Rs. 210 Feb-Mar. Delivery.	Rs. 210 Mar. Dly.
" Good " ...	" 210 "	" 206 "	" 205 "
Hingunghaut Good " ...	" 207 Dec. Dly.	" 198 Dec Dly.	" 198 Dec. Dly.
Oomrawuttee Fine " ...	" "	" 193 "	" 194 "
" F.G. " ...	" 193 to 195 "	" 188 to 189 "	" 189 "
" Good " ...	" 188 to 190 "	" 182 to 183 "	" 185 "
" F.G.F. " ...	" 183 "	" 177 "	" 179 "
Julgaum, Good " ...	" 183 Mar. "	" 178 Jan.-Mar. Delivery.	" 184 "
" F.G.F. " ...	...	" 172 "	" 174 Mar. "

mittee of the Chamber of Commerce during the Year 1885—*contd.*

Quotations.	Week ending 3rd December.	Week ending 10th December.	Week ending 17th December.
EXPORTS—*contd.*			
Cotton—			
Dhollera, Fine per candy...	Rs. 198 Apl.Dly.	Rs. 196 Apl.-May Delivery.	Rs. 194 Apl. Dly.
„ F.G. „ ...	„ 193 „	„ 189 „	„ 188 „
„ Good „ ...	„ 192 Dec. „	„ 182 „	„ 182 „
„ F.G.F. „ ...	...	...	...
Bengals, Fine „ ...	„ 174 Dec. Dly.	„ 172 Dec. Dly.	„ 174 Dec. Dly.
„ F.G. „ ...	„ 167 „	„ 164 „	„ 164 „
„ Good „ ...	„ 162 „	„ 159 „	„ 159 to 160 „
„ F.G.F. „ ...	...	„ 150 Jan. Dly.	„ 150 Jan. Dly.
Dharwar, (S.G.) Good „ ...	...	„ 185 May „	„ 185 May
„ F.G. „ ...	...	...	...
Compta, F.G.F. „ ...	...	...	...
„ G.F. „ ...	...	...	...
Westerns, Good „ ...	„ 180 June-July Delivery.	„ 180 June-July Delivery.	„ 176 June-July Delivery.
„ F.G. „ ...	...	...	...
„ G.F. „ ...	...	...	...
Gingelly, Seed, White (per cwt).	(Railway Terms.) Rs. 7	(Railway Terms.) Rs. 6-15 to 7	(Railway Terms.) Rs. 6-10 to 7
„ Mixed 50 per cent. „ ...	„ 6-12-6	„ 6-12-6	„ 6-8
Linseed „ ...	„ 6-11	„ 6-11	„ 6-10
Rapeseed, Guzerat Yellow „ ...	„ 6	„ 5-15	„ 5-15
„ Red Delhi „ ...	„ 5-1	„ 5-1	„ 5-0-6
Wheat (White Pessy) No. 1 „ ...	„ 3-14-6	„ 3-14-6	„ 3-13-6
„ (Luskari, Fine) „ ...	„ 3-14-6	„ 3-14	„ 3-13
„ Katha (Hard Red) „ ...	„ 3-4-3	„ 3-4	„ 3-4-6
„ Ahmedaba d (Soft Red) „ ...	„ 3-11	„ 3-11	„ 3-10-6
Opium, Malwa, per chest (Old)...	„ 1,200	„ 1,215	„ 1,200
„ „ „ (New)...	„ 1,170	„ 1,195	„ 1,175
FREIGHTS.			
Liverpool—Cotton, via Cape, (per ton 50 feet)	No Demand.	No Demand.	No Demand.
„ „ via Canal (per ton 40 feet)...	£1-2-6	£1	£1-2-6
„ Wheat and Seeds ...	£0-15 to 0-16-3 old scale.	£0-16-3 old scale.	£0-15 old scale.
London—M'ment Cargo P.& O. Co.	£1-2-6 to 1-7-6	£1-2-6 to 1-7-6	£1-2-6 to 1-7-6
„ Seeds „ „ ...	£0-15-0 to 0-16-3 old scale.	£0-15-0 to 0-16-3 old scale.	£0-15 old scale
„ M'ment „ Canal Str.	£1-2-6 to 1-6-3	£1-1-3 to 1-6-3	£1-1-3 to 1-6-3
„ Seeds „ „ ...	£0-15-0 to 0-16-3 old scale.	£0-15 to 0-16-3 old scale.	£0-15 old scale
Havre—via Canal...	£1 to 1-1-3 new scale.	£0-18-9 to 1 new scale.	£1 Seeds & Wheat new scale, £1-2-6 Cotton.
Antwerp „	£1 to 1-1-3 new scale.	£1 to 1-2-6	£1-1-3 new scale.
Hull „	£1 new scale.	£1 new scale.	£1 „
Dunkirk „	£1 to 1-1-3 new scale.	£1-1-3 new scale	£1-1-3 „
Trieste and Venice via Canal ...	£1 to 1-2-6 at 2s. Ex.	£1-5 to 1-7-6 at 2s. Ex. new scale	£1-12-6 at 2s. Ex.
Marseilles and Genoa	£1 to 1-1-3 new scale.	£1 to 1-1-3 new scale.	£1-7-6 at 2s. Ex.
China, Steamer	Rs. 12	Rs. 12	Rs. 12
Australia	„ 25	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 23rd December.	Week ending 30th December.
EXCHANGE.		
On England, Bank Bills Sight	1s. 5 3/16d.	1s. 5 1/16d.
" " 3 m'ths' "	1s. 6 1/16d.	1s. 6 1/16d.
" " 4 " "	1s. 6 1/8d.	1s. 6 1/8d.
" " 6 " "	1s. 6 3/16d.	1s. 6 1/4d.
First-class Credits ... 3 " "	1s. 6 5/16d.	1s. 6 5/16d.
" " ... 6 " "	1s. 6 3/8d.	1s. 6 3/8d.
Documents ... ... 3 " "	1s. 6 7/32d.	1s. 6 7/32d.
" ... ... 6 " "	1s. 6 1/2d.	1s. 6 1/2d.
Paris Francs Mercantile Bills	1·92	1·91½
" "	1·93½	1·93
On Calcutta Bank Telegraphic Transfer.	100 1/16	100 1/16
On China Mercantile Bills, 60 days' Sight	219	219
English Bar Gold, 100 touch (per tola)...	Rs. 21-5-9	Rs. 21-5
Sovereigns	" 13-3-6	" 13-4
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills..	5 per cent.	5 per cent.
" of Interest on Demand Loans no Government Securities.	4 "	4 "
Rate of advances in the Open Market on Government Securities	2 "	2 "
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	97 9/16	97½
Four-and-a-half per cents.	99⅜	99½
IMPORTS.		
Piece Goods— Market	Quiet.	Quiet.
Grey Shirtings 7lbs. 38-39 in. ...	Rs. 3-2	Rs. 3-1
" " 8½lbs. " ...	" 3-7	" 3-7
" Medapollams 3 lbs. 32 in. ...	" 1-1	" 1-1
Mule Twist No. 40s, per lb. ...	As. 7½ to 8	As. 7½ to 8
Water " No. 30s, " ...	" 8 to 8¼	" 8 to 8¼
Copper (Braziers) per cwt.	Rs. 33½	" 33½
Yellow Metal "	" 29	" 29
Welsh Bar Iron (per candy)	" 28	" 28
Staffordshire Bar Iron "	" 29-3	" 29
Swedish Bar Iron "	" 43	" 42 to 43
Davison's West Hartley Coal (per ton) alongside.	" 14¼ to arrive.	" 14¼ to arrive.
Welsh Hartley Coal " " ...	" 13½ "	" 13½ "
Cardiff Coal " " ...	" 15 "	" 15 "
EXPORTS.		
Cotton— Market	Firm for ready; quiet for forward positions.	Quiet for spot: and dull for forward delivery.
Broach, Fine per candy...	Rs. 212 Mar. Dely.	Rs. 211 Mar. Dly.
" Good " ...	" 208 "	" 205 "
Hingunghaut, Good " ...	" 200 Dec. Dely.	" 200 Dec. Dly.
Oomrawuttee, Fine " ...	" 193 Jan. "	" 191 Jan. Dly.
" F.G. " ...	" 191 Dec. "	" 190 Dec. Dly.
" Good " ...	" 186 "	" 185 "
" F.G.F. " ...	" 180 "	" 179 "

mittee of the Chamber of Commerce during the Year 1885—*contd.*

Quotations.	Week ending 23rd December.	Week ending 30th December.
EXPORTS—*contd.*		
COTTON—		
Julgaum, Good per candy...	Rs. 186 Dec. Dly.	Rs. 185 Dec. Dly.
„ F.G.F. „ ...	...	...
Dhollera, Fine „ ...	„ 195 Apl. Dly.	„ 192 to 193 Apl.-May Delivery.
„ F.G. „ ...	„ 188 „	„ 185 to 186 „
„ Good „ ...	„ 183 „	„ 181 „
„ F.G.F. „ ...	...	...
Bengals, Fine „ ...	„ 175 Dec. Dly.	„ 174 Dec. Dly.
„ F.G. „ ...	„ 165 „	„ 165 „
„ Good „ ...	„ 161 to 162 „	„ 160 „
„ F.G.F. „ ...	...	„ 149 to 150 Jan. Dly.
Dharwar, (S.G.) Good „ ...	„ 185 May Dly.	„ 184 May Dly.
„ F.G. „ ...	...	...
Compta, F.G.F. „ ...	...	...
„ G.F. „ ...	...	...
Westerns, Good „ ...	„ 175 June July Dly.	„ 175 to 176 June-July Delivery.
„ F.G. „ ...	...	...
„ G.F. „ ...	...	...
	(Railway Terms.)	(Railway Terms.)
Gingelly Seed White (per cwt.)...	Rs. 6-12 to 7	Rs. 6-14
„ Mixed 50 per cent. „ ...	„ 6-8	„ 6-8
Linseed „ ...	„ 6-10-6	„ 6-11
Rapeseed Guzerat Yellow „ ...	„ 5-15	„ 5-14
„ Red Delhi „ ...	„ 5	„ 4-15
Wheat, (White Pessy) No. 1 „ ...	„ 3-13-6	„ 3-13-9
„ (Luskari), Fine „ ...	„ 3-13-6	„ 3-13
„ Katha (Hard Red) „ ...	„ 3-4-6	„ 3-4-6
„ Ahmedabad (Soft Red) „ ...	„ 3-10	„ 3-10
Opium, Malwa, per chest (Old)... ...	„ 1,220	„ 1,225
„ „ „ (New)... ...	„ 1,190	„ 1,195
FREIGHTS.		
Liverpool—Cotton, via Cape, (per ton 50 ft.) ...	No Tonnage.	No Demand.
„ „ via Canal (per ton 40 ft.) ...	£1-2-6	£1-1-3
„ Wheat and Seeds	£0-13-9 to 0-15 old scale.	£0-13-9 to 0-15 old scale.
London—M'ment cargo, P. & O. Co. ...	£1-2-6 to 1-7-6	£1-1-3 to 1-7-6
„ Seeds „ „ ...	£0-13-9 to 0-15 old scale.	£0-13-9 to 0-15 old scale.
„ M'ment „ Canal Steamer...	£1-1-3 to 1-5	£1-1-3 to 1-6-3
„ Seeds „ „ ...	£0-13-9-0-0-15 old scale.	£0-13-9 old scale.
Havre—via Canal...	£1-1-3 Seeds & Wheat new scale, £1-2-6 Cotton.	£0-17-6 Seeds & Wheat new scale £1-1-3 to 1-2-6 Cotton.
Antwerp „	£1-1-3 new scale.	£1 to 1-2-6 new scale.
Hull „	£0-18-9 „	£0-18-9 to £1 „
Dunkirk „	£1-1-3 „	£1 „
Trieste and Venice via Canal	£1-12-6 at 2s. Ex.	£1-12-6 at 2s. Ex.
Marseilles and Genoa	£1-7-6 at 2s. Ex.	£1-5 new scale at 2s. Ex.
China, Steamer	Rs. 12	Rs. 12-8
Australia	„ 25	„ 25 to Rs. 30

APPENDIX H H.—*contd.*

STATEMENT showing the Annual Value of the Export and Import Trade of India, and the Total Miles of Railway opened, in the Official Years 1853-54 to 1884-85.

	EXPORTS.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
			£	£	£
Year	1853-54	27	19,295,139	1,483,296	20,778,435
„	1854-55	171	18,927,222	1,267,033	20,194,255
„	1855-56	274½	23,040,000	601,177	23,641,177
„	1856-57	289½	25,340,000	1,253,426	26,593,426
„	1857-58	430½	27,460,000	822,438	28,282,438
„	1858-59	625	29,860,000	669,427	30,529,427
„	1859-60	836½	27,960,000	929,007	28,889,007
„	1860-61	1581½	32,970,000	1,119,549	34,089,549
„	1861-62	2351½	36,320,000	683,355	37,003,355
„	1862-63	2516½	*47,860,000	1,111,140	48,971,140
„	1863-64	2962½	*65,625,000	1,270,435	66,895,435
„	1864-65	3368½	*68,025,000	1,444,775	69,469,775
„	1865-66	3568	*65,490,000	2,165,352	67,655,352
„	1866-67	3936½	41,860,000	2,431,503	44,291,503
„	1867-68	4016½	50,875,000	1,571,946	52,446,946
„	1868-69	4261	53,060,000	1,395,580	54,455,580
„	1869-70	4766	52,470,000	1,042,353	53,512,353
„	1870-71	5072	55,335,000	2,220,765	57,555,765
„	1871-72	5365½	63,190,000	1,495,642	64,685,642
„	1872-73	5671½	55,230,000	1,308,579	56,538,579
„	1873-74	6201	54,980,000	1,958,512	56,938,519
„	1874-75	6497½	56,360,000	1,625,309	57,985,309
„	1875-76	6949½	56,210,000	2,200,236	58,410,236
„	1876-77	7326½	61,013,000	4,029,898	65,042,898
„	1877-78	8216	65,222,000	2,210,995	67,432,995
„	1878-79	8477½	60,937,000	3,982,228	64,919,228
„	1879-80	9325	67,210,000	2,035,147	69,245,147
„	1880-81	9875	74,541,000	1,440,400	75,981,400
„	1881-82	10144½	81,966,000	1,099,700	83,065,700
„	1882-83	10832½	83,485,000	1,041,800	84,526,800
„	1883-84		88,076,400	1,008,500	89,084,900
„	1884-85	12004½	83,170,100	1,968,900	85,139,000

* Exports abnormally high owing to the American Civil War.

IMPORTS.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
Year 1853-54	72	10,070,863	4,871,956	14,942,819
„ 1854-55	171	12,742,671	2,028,256	14,770,927
„ 1855-56	274½	13,945,000	11,301,288	25,246,288
„ 1856-57	289½	14,195,000	14,413,697	28,608,697
„ 1857-58	430½	15,275,000	15,815,436	31,090,436
„ 1858-59	625	21,730,000	12,817,071	34,547,071
„ 1859-60	836¼	24,265,000	16,356,963	40,621,963
„ 1860-61	1581½	23,495,000	10,677,077	34,172,077
„ 1861-62	2351½	22,320,000	14,951,985	37,271,985
„ 1862-63	2516½	22,630,000	20,508,967	43,138,967
„ 1863-64	2962½	27,145,000	22,962,581	50,107,581
„ 1864-65	3368¾	28,150,000	21,363,325	49,513,325
„ 1865-66	3568	29,600,000	29,577,301	59,157,301
„ 1866-67	3936½	29,040,000	13,236,905	42,276,905
„ 1867-68	4016½	35,705,000	11,775,374	47,480,374
„ 1868-69	4261	35,990,000	15,155,954	51,145,954
„ 1869-70	4766	32,925,000	13,954,807	46,879,807
„ 1870-71	5072	34,470,000	5,444,823	39,914,823
„ 1871-72	5365¾	32,090,000	11,573,813	43,663,813
„ 1872-73	5671½	31,875,000	4,556,585	36,431,585
„ 1873-74	6201	33,835,000	5,792,534	39,627,534
„ 1874-75	6497¼	36,220,000	8,141,047	44,361,047
„ 1875-76	6949¾	38,515,000	5,300,722	43,815,722
„ 1876-77	7326½	37,440,000	11,436,120	48,876,120
„ 1877-78	8216	41,464,000	17,355,459	58,819,459
„ 1878-79	8477¾	37,801,000	7,056,748	44,857,748
„ 1879-80	9325	41,172,000	11,654,894	52,826,894
„ 1880-81	9875	53,086,800	8,997,200	62,084,000
„ 1881-82	10144½	49,113,000	11,322,800	60,435,800
„ 1882-83	10832¼	52,098,700	13,453,400	65,552,100
„ 1883-84		55,299,000	12,877,900	68,176,900
„ 1884-85	12004¼	55,701,600	13,888,200	69,589,800

APPENDIX HH.—*contd.*

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1879-80 *to* 1884-85.

—	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.
IMPORTS—						
Merchandise, Private.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal	18,67,45,566	22,26,42,843	20,44,10,589	21,12,01,418	22,40,09,448	21,43,13,842
Bombay	14,10,73,890	19,24,61,510	18,14,37,616	19,39,41,774	20,78,05,068	21,51,46 900
Sindh	81,35,107	1,14,52,571	1,22,74,791	1,18,68,556	1,34,78,136	1,68,21,994
Madras	3,15,82,658	3,82,74,894	3,88,60,546	4,58,33,679	4,38,67,704	4,82,42,572
British Burmah	2,97,95,226	3,79,56,933	3,29,33,009	3,72,34,234	3,80,74,982	3,69,53,890
Total...	39,73,32,447	50,27,88,751	46,99,16,551	50,00,79,661	52,72,35,338	53,14,79,198
Ditto. Government Stores	1,43,93,224	2,80,79,323	2,12,12,173	2,09,07,059	2,57,54,569	2,55,37,606
Total Merchandise...	41,17,25,671	53,08,68,074	49,11,28,724	52,09,86,720	55,29,89,907	55,70,16,804
Treasure, Private.						
Bengal	3,10,40,893	1,83,55,491	1,92,21,391	2,29,82,883	2,03,55,058	2,70,72,820
Bombay	8,02,53,487	6,71,91,395	9,01,53,300	10,72,74,411	10,32,19,580	10,70,14,559
Sindh	3,04,149	99,929	49,625	3,22,028	9,27,102	10,96,240
Madras	44,07,598	38,18,794	32,86,965	34,55,882	39,33,454	32,24,678
British Burmah	5,42,821	5,06,530	5,16,523	4,98,438	3,44,439	3,80,121
Total...	11,65,48,948	8,99,72,139	11,32,27,804	13,45,33,642	12,87,79,633	13,87,88,418
Ditto. Government	.....	.....	.....	.....	.....	93,500
Total Treasure...	11,65,48,948	8,99,72,139	11,32,27,804	13,45,33,642	12,87,79,633	13,88,81,918
Grand Total of Imports...	52,82,74,619	62,08,40,213	60,43,56,528	65,55,20,362	68,17,69,540	69,58,98,722
EXPORTS—						
Merchandise, Private. (Foreign Goods.)						
Bengal	8,65,008	11,84,186	9,53,773	10,54,037	13,70,651	16,58,494
Bombay	1,97,46,726	2,19,57,872	2,26,57,532	2,44,78,208	2,66,69,325	2,42,43,409

Sindh	*10,90,805*	*17,31,180*	*22,56,026*	19,00,751	16,42,787	22,27,266
Madras	*4,10,769*	4,73,029	3,98,060	3,32,399	3,62,096	3,43,679
British Burmah	*1,15,760*	2,04,506	2,03,825	2,58,768	2,19,138	3,18,638
Total...	2,22,29,068	2,55,50,773	2,64,69,216	2,80,24,163	3,02,63,997	2,87,91,486
(Indian Produce and Manufactures.)						
Bengal	30,28,96,476	33,17,01,748	33,96,69,167	34,03,99,712	35,96,51,404	32,66,62,730
Bombay	20,57,94,441	24,39,12,453	29,41,51,191	28,90,86,889	29,84,51,631	30,21,07,606
Sindh	1,26,12,676	87,20,425	1,76,86,803	2,43,59,327	3,52,27,585	3,70,56,505
Madras	7,12,62,827	6,98,89,082	7,54,79,479	8,20,69,333	9,11,06,505	8,39,83,052
British Burmah	5,69,19,872	6,54,05,088	6,55,43,335	7,00,67,370	6,55,15,249	5,25,53,050
Total...	64,94,86,292	71,96,28,796	79,25,29,975	80,59,82,631	84,99,52,374	80,23,62,943
Total Fgn. & Indian Merchandise exported.						
Bengal	30,37,61,484	33,28,85,934	34,06,22,940	34,14,53,749	36,10,22,055	32,83,21,224
Bombay	22,55,41,167	26,58,70,325	31,68,08,723	31,35,65,097	32,51,20,956	32,63,51,015
Sindh	1,37,03,481	1,04,51,605	1,99,42,829	2,62,60,078	3,68,70,372	3,92,83,771
Madras	7,16,73,596	7,03,62,111	7,58,77,539	8,24,01,732	9,14,68,601	8,43,26,731
British Burmah	5,70,35,632	6,56,09,594	6,57,47,160	7,03,26,138	6,57,34,387	5,28,71,688
Total...	67,17,15,360	74,51,79,569	81,89,99,191	83,40,06,794	88,02,16,371	83,11,54,429
Ditto. Government Stores	3,92,046	2,29,503	6,64,911	8,42,578	5,47,944	5,47,078
Total Merchandise...	67,21,07,406	74,54,09,072	81,96,64,102	83,48,49,372	88,07,64,315	83,17,01,507
Treasure, Private.						
Bengal	32,76,911	22,01,018	21,55,826	28,76,734	11,11,473	80,11,442
Bombay	1,29,88,488	88,06,624	57,01,723	50,11,301	69,27,000	1,24,89,069
Sindh	2,11,640	2,33,860	5,18,305	4,20,700	6,21,485	6,11,749
Madras	27,17,273	28,09,761	25,47,914	14,28,641	11,10,649	27,39,836
British Burmah	93,967	42,770	50,100	69,112	26,980	4,700
Total...	1,92,88,279	1,40,94,033	1,09,73,868	98,06,488	97,97,587	1,88,56,796
Ditto. Government	10,63,200	3,10,375	23,600	6,12,000	2,87,350	8,33,000
Total Treasure...	2,03,51,479	1,44,04,408	1,09,97,468	1,04,18,488	1,00,84,937	1,96,89,796
Grand Total of Exports...	69,24,58,885	75,98,13,480	83,06,61,570	84,52,67,860	89,08,49,252	85,13,91,803

APPENDIX HH.—*contd.*

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles, imported in the Official Years 1882-83 *to* 1884-85.

Articles.		Quantities.			Value.		
		1882-83.	1883-84.	1884-85.	1882-83.	1883-84.	1884-85.
					Rs.	Rs.	Rs.
Apparel, &c.	value.	.....	.....	.....	26,70,431	28,81,964	27,36,987
Arms, Ammunition, &c...	„	.....	.....	.....	3,15,277	3,57,588	3,63,860
Building and Engineering Materials ...	„	.....	.....	.....	3,08,277	2,83,529	4,29,402
Cabinetware and Furniture	„	.....	.....	.....	2,12,872	3,87,430	3,44,374
Candles	lbs.	6,38,734	776,274	889,097	2,26,058	2,96,188	3,35,659
Clocks and Watches	Nos.	43,824	53,300	50,712	4,97,861	5,89,612	6,28,623
Coal	tons.	422,834	497,911	506,625	66,45,765	81,37,513	84,51,236
Cotton—Twist and Yarn	lbs.	11,930,482	14,660,552	13,324,230	89,66,348	1,08,22,482	97,05,087
Do. Piece Goods	yards.	539,367,832	588,548,459	572,948,614	7,19,49,765	7,38,59,649	6,94,25,827
Do. Shawls & Handkerchiefs ...	Nos.	9,994,168	11,447,888	10,369,086			
Chemical Products and Preparations...	value.	.....	.....	.....	5,61,818	7,82,547	9,43,709
Drugs and Medicines	„	.....	.....	.....	16,81,778	14,82,967	15,34,778
Dyeing and Colouring Materials ...	„	.....	.....	.....	15,82,269	17,80,460	14,90,974
Earthenware and Porcelain	„	.....	.....	.....	4,77,675	5,16,271	6,25,210
Fireworks	„	.....	.....	.....	3,50,961	3,27,180	3,77,087
Glass	„	.....	.....	.....	25,01,987	26,73,806	26,81,433
Gums and Resins	cwts.	57,753	51,993	34,346	7,78,025	6,23,464	5,55,667
Hardware and Cutlery	value.	.....	.....	.....	34,55,796	32,47,184	36,21,634
Hides and Skins...	Nos.	151,266	182,471	140,666	2,50,479	2,51,786	1,60,499
Instruments and Apparatus	value.	.....	.....	.....	7,59,902	6,72,305	7,60,606
Ivory and Ivoryware	lbs.	448,394	463,403	386,852	21,20,227	23,49,110	19,81,570
Jewellery, &c.	value.	.....	.....	.....	20,05,257	16,97,295	19,76,738
Leather	„	.....	.....	.....	9,88,331	11,37,861	12,55,300
Liquors—Ale, Beer, and Porter ...	gallons.	210,971	217,371	238,312	4,75,586	5,07,391	4,74,025
Do. Spirits	„	227,419	239,518	254,844	13,83,587	14,90,483	15,54,955
Do. Wines and Liqueurs ...	„	126,635	127,712	127,401	10,61,899	10,91,858	10,75,319
Do. Other sorts	„	1,178	1,167	1,139	4,532	3,997	4,150
Machinery and Millwork	value.	.....	.....	.....	50,10,184	76,08,803	67,72,505
Matches, Lucifer and other	„	.....	.....	.....	5,32,327	4,71,180	7,08,517

Mats	sq. yards.	852,022	623,001	622,618	78,846	80,711	71,774
Metals—Brass	cwts.	3,780	4,663	4,148	2,43,822	2,50,576	2,97,395
Do. Copper...	„	103,636	130,414	164,737	51,27,379	60,33,483	67,70,901
Do. Mixed or Yellow Metal ...	„	74,701	84,089	81,593	27,52,397	29,39,314	26,02,424
Do. Iron	„	1,148,131	1,234,201	1,456,497	66,05,833	74,01,067	77,25,025
Do. Lead	„	11,689	14,698	32,397	1,19,080	1,49,931	2,78,517
Do. Quicksilver	lbs.	150,825	120,075	71,250	1,58,147	1,11,907	66,058
Do. Steel	cwts.	142,219	154,222	148,251	10,75,345	10,95,767	9,77,884
Do. Tin	„	11,531	11,275	11,557	7,20,243	6,50,299	5,89,294
Do. Zinc or Spelter	„	26,456	20,635	27,632	2,63,993	2,09,669	2,58,145
Do. Other sorts	„	2,134	4,332	4,516	2,48,497	3,94,602	4,45,482
Oils	gallons	5,378,615	4,057,048	5,044,336	29,84,245	20,53,409	23,91,196
Paints and Colours (excluding Painters' Materials)	cwts.	55,744	75,154	58,169	7,21,560	7,59,335	6,08,112
Paper and Pasteboard	value.	.....	.....	.....	11,88,818	16,88,419	17,67,764
Perfumery	„	.....	.....	.....	3,84,923	3,31,248	3,98,066
Provisions	„	.....	.....	.....	45,86,314	41,97,712	46,39,050
Railway Plant and Rolling Stock ...	„	.....	.....	.....	43,31,293	60,43,726	88,02,818
Silk—Raw	lbs.	2,086,171	1,841,012	1,342,375	91,81,406	78,46,239	54,49,302
Do. Piece Goods	yards.	4,173,967	5,345,920	4,392,968	42,17,462	56,68,444	49,74,929
Spices	lbs.	4,327,627	5,647,983	7,035,248	15,20,056	15,46,295	16,13,843
Sugar, refined and unrefined	cwts.	631,517	708,201	1,486,799	1,02,45,080	1,10,31,856	1,98,51,970
Tea	lbs.	2,135,891	2,568,605	3,481,418	16,38,553	21,66,256	30,83,673
Tobacco	„	394,066	180,283	259,937	3,13,947	2,08,769	2,55,152
Umbrellas	Nos.	918,836	1,157,474	1,063,213	7,51,563	10,11,807	9,95,538
Woollen Piece Goods	yards.	2,655,842	3,929,253	4,741,410	30,53,836	40,31,060	44,77,791
All other Articles	value.	.....	.....	.....	1,34,15,371	1,32,75,597	1,46,81,559
Total Value...		.....	.....	.....	19,37,03,283	20,75,09,401	21,49,74,393
Treasure—Gold		.....	.....	.....	3,83,87,707	4,29,83,666	3,73,82,453
Do. Silver...		.....	.....	.....	6,88,84,634	6,02,35,914	6,96,32,166
Total Treasure...		.....	.....	.....	10,72,72,341	10,32,19,580	10,70,14,619
Grand Total...		.....	.....	.....	30,09,75,624	31,07,28,981	32,19,89,012

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles, exported in the Official Years 1882-83 *to* 1884-85.

ARTICLES.	Quantities.			Value.		
	1882-83.	1883-84.	1884-85.	1882-83.	1883-84.	1884-85.
INDIAN PRODUCE AND MANUFACTURE.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	44,708	20,364	25,225	13,97,569	5,30,411	6,71,213
Coir and Coir Yarn... ... ... ,,	53,614	57,972	50,421	4,11,687	4,72,598	8,97,355
Cotton—Raw ... ... ,,	4,896,090	4,560,983	4,064,609	12,89,24,561	11,09,95,864	10,88,52,143
Do. Twist and Yarn ... ... lbs.	42,598,400	47,213,061	63,195,623	1,70,59,783	1,82,71,845	2,34,00,102
Do. Piece Goods ... ... yards.	33,852,363	44,708,870	35,731,324	44,69,681	54,41,748	43,33,097
Do. Shawls and Handkerchiefs ... Nos.	86,803	41,695	37,422			
Dyeing and Colouring Materials—						
Indigo ... ... cwts.	4,506	4,008	3,376	7,71,503	7,62,110	6,34,295
Myrabollams ... ... ,,	339,296	317,761	367,182	14,08,592	14,24,034	17,55,162
Other Sorts ... ... ,,	13,565	21,739	20,165	1,14,258	2,17,607	2,00,758
Grain and Pulse—						
Rice in the Husk (Paddy)... ... ,,	12	6	7	30	15	39
Rice not in the Husk ... ... ,,	552,491	520,718	676,714	20,93,958	22,18,990	32,16,180
Wheat ... ... ,,	6,957,752	8,970,603	8,993,108	2,98,95,916	3,88,15,002	3,46,64,273
Other Sorts ... ... ,,	321,869	232,979	308,302	9,17,629	7,63,482	9,78,664
Hides and Skins—						
Hides ... ... Nos.	437,991	429,724	702,644	18,61,794	15,55,163	21,15,843
Skins ... ... ,,	2,105,211	2,517,308	2,919,450	23,31,895	28,05,161	33,03,847
Oils ... ... gals.	237,965	232,354	141,845	5,64,838	5,03,197	3,37,680
Opium ... ... chests	35,755½	38,245½	38,686	4,64,72,929	4,59,00,019	4,67,81,340
Seeds—						
Linseed ... ... cwts.	3,244,000	4,253,419	4,989,578	1,76,32,383	2,31,26,668	2,87,41,169
Rape ... ... ,,	779,052	1,302,623	1,363,401	49,47,430	94,12,685	87,83,781
Gingelly ... ... ,,	1,225,700	1,681,172	1,550,004	80,54,848	1,17,97,776	1,14,55,188
Poppy ... ... ,,	193,356	459,217	194,438	10,56,728	27,15,341	11,92,317
Castor ... ... ,,	103,409	63,341	38,136	5,05,382	3,42,502	1,92,126
Groundnuts ... ... ,,	253,085	595,776	535,781	12,68,849	32,04,176	29,15,902
Other Sorts ... ... ,,	99,771	128,007	319,726	5,12,739	7,06,757	14,45,899

Spices ... ... lbs.	4,669,821	4,482,662	4,503,163	9,77,564	12,35,564	12,69,524
Sugar, Refined ... ... cwts.	11,992	11,927	7,662	1,75,341	1,51,277	71,866
Do. Unrefined (Molasses, &c.) ... „	6,356	10,207	8,104	52,928	81,969	63,212
Tea ... ... lbs.	120,905	72,418	92,062	93 845	69,191	71,917
Tobacco ... ... „	3,941,876	2,928,227	5,964,495	4,75,870	3,78,887	7,38,917
Wool, Raw... ... ... „	19,628,253	16,515,650	15,285,800	71,08,017	62,13,894	57,58,951
Woollen Shawls ... ... Nos.	11,701	12,523	19,598	7,53,034	5,30,728	6,56,490
All other Articles ... ... value.	.....	.....	.....	67,95,816	77,57,740	79,93,611
Total Value Rs.	.....	.....	.....	28,91,07,397	29,84,02,401	30,29,92,861
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	807,348	1,247,602	821,085	5,36,616	8,06,779	5,61,111
Do. Piece Goods ... { yards	68,690,025	71,719,654	59,913,710	} 1,29,48,376	1,34,26,289	1,13,65,171
Do. do. ... { Nos.	1,374,949	1,785,475	1,398,999			
Gums and Resins ... ... cwts.	33,421	28,431	27,676	4,73,284	4,03,259	4,30,731
Ivory, unmanufactured ... ... lbs.	238,345	197,866	226,076	10 60,955	9,46,164	10,33,743
Provisions ... ... value	.....	.....	.....	8 96,715	9,26,675	8,03,193
Silk—Raw... ... ... lbs.	163,342	129,908	138,051	5,24,500	4,38,124	4,45,634
Do. Piece Goods ... ... yards	252,427	226,445	224,092	2,42,525	2,25,905	2,14,194
Sugar—Refined. ... ... cwts.	109,276	145,981	179,062	17,98,126	23,54,276	24,36,613
Tea ... ... lbs.	459,922	561,050	985,451	3,85,408	5,03,004	9,25,598
Wool—Raw ... ... „	1,297,520	2,111,200	2,134,524	5,14,720	8,96,490	9,58,238
Do. Piece Goods... ... ... yards	135,416	157,324	176,272	1,50,046	1,88,002	1,86,750
All other Articles ... ... value	.....	.....	.....	49,49,705	55,51,430	49,68,651
Total Value Rs.	.....	.....	.....	2,44,80,976	2,66,66,397	2,43,29,627
Treasure—Gold	.....	.....	.....	11,38,965	25,792	9,30,948
Do. Silver	.....	.....	.....	38,71,436	69,00,283	1,15,71,925
Total Treasure...	.....	.....	.....	50,10,401	69,26,075	1,25,02,873
Grand Total...	.....	.....	.....	31,85,98,774	33,19,94,873	33,98,25,361

APPENDIX HH.—*contd.*

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and value of the Principal Articles Imported in the years ending 31st December 1883, 1884 *and* 1885.

ARTICLES.		Quantities.			Value.		
		1883.	1884.	1885.	1883.	1884.	1885.
					Rs.	Rs.	Rs.
Animals, living	No.	7,431	7,829	8,693	21,51,540	21,52,299	25,47,622
Apparel, &c. (including Milinery, Boots, &c.)	value.	.....	.....	.....	98,12,063	96,11,555	98,02,663
Arms, Ammunition, &c.	,,	.....	.....	.....	9,76,302	7,77,551	8,95,893
Books and Printed matters	cwts.	14,820	12,037	9,933	15,94,143	14,33,818	16,38,216
Building and Engineering Materials ...	value.	.....	.....	.....	12,26,409	15,15,699	15,24,937
Coffee	cwt.	25,304	36,732	17,096	6,28,685	10,32,082	4,96,777
Coal, Coke and Patent Fuel	tons.	667,034	743,012	819,105	1,06,17,085	1,27,08,974	1,35,82,803
Cotton—Raw	cwts.	31,370	73,552	80,201	6,79,467	16,70,157	19,23,456
,, Twist and Yarn	lbs.	44,239,111	47,312,512	41,904,309	3,30,94,947	3,63,29,669	2,91,36,242
,, Piece Goods...	yards.	1,744,586,880	1,703,533,594	1,671,952,851	21,59,78,164	20,49,62,439	19,84,66,620
,, Shawls, Hosiery, Thread, &c....	value.	.....	.....	.....	47,96,127	50,89,723	50,08,129
Corals, Real.	lbs.	178,510	166,271	151,654	23,31,797	18,69,029	14,36,126
Chemicals	value.	.....	.....	.....	14,70,705	17,76,790	21,56,318
Clocks and Watches...	No.	74,689	79,410	94,948	10,32,398	9,86,434	10,65,300
Candles	lbs.	2,254,833	2,915,038	2,431,604	8,32,509	11,09,780	9,15,951
Drugs, Medicines and Narcotics ...	value.	.....	.....	.....	45,56,556	44,37,371	42,26,344
Dyeing and Tanning materials. ...	,,	.....	.....	.....	26,89,794	27,53,957	21,19,085
Earthenware and Porcelain	,,	.....	.....	.....	22,58,631	18,54,500	16,40,372
Flax, manufactured and unmanufactured	,,	.....	.....	.....	11,54,101	11,29,008	10,45,816
Fruits and Vegetables	,,	.....	.....	.....	24,48,292	13,70,798	16,05,303
Grain and Pulse	cwt.	222,563	62,221	92,275	8,66,353	2,33,814	2,85,538
Gums and Resins	,,	67,484	48,359	58,213	7,61,437	7,27,216	6,97,411
Glass	value.	.....	.....	.....	55,84,911	51,48,561	48,46,716
Hides and Skins, dressed and undressed—							
Hides	cwt.	6,463	3,744	1,762	2,77,950	1,87,411	90,274
Skins	,,	5,498	5,494	6,156	4,20,428	3,50,639	3,67,150
Ivory, unmanufactured	lbs.	495,793	412,742	572,127	23,47,409	20,63,601	27,92,404

Instruments and Apparatus	value.	.....	.....	.....	17,00,355	15,83,259	15,35,797
Jewellery, &c.	„	.....	.....	.....	24,27,419	25,86,055	31,44,470
Liquors—Ale, Beer and Porter ...	gallons	1,219,346	1,145,194	1,181,350	29,17,655	27,13,490	28,03,426
„ Spirits	„	934,153	843,609	949,688	67,68,620	62,84,619	67,85,302
„ Wines, Liqueurs, &c. ...	„	424,493	397,246	369,610	39,32,642	35,51,095	33,88,002
Leather and manufacturers of (excluding Boots and Shoes)	value.	.....	.....	.....	12,34,802	13,09,671	14,02,859
Metals (excluding Handware & Cutlery).	tons.	216,437	241,638	231,775	4,85,25,878	5,20,01,875	4,60,40,775
„ Hardware and Cutlery ...	value.	.....	.....	.....	84,96,914	84,18,638	78,98,327
Machinery and Millwork	„	.....	.....	.....	1,65,18,546	1,71,80,288	1,09,95,863
Matches, Lucifer and other	„	.....	.....	.....	13,93,332	18,59,226	19,14,486
Oils, Kerosine	gallons	13,311,264	25,023,832	19,535,145	52,53,801	1,05,02,855	78,50,953
„ Other kinds	„	1,880,107	1,402,957	2,539,261	16,04,871	11,59,847	17,15,752
Provisions	value.	.....	.....	.....	1,05,43,527	1,08,42,868	1,16,39,933
Paints and Colours	cwt.	131,205	140,757	117,395	18,72,186	17,83,536	15,71,922
Painters' Materials	value.	.....	.....	.....	3,62,520	5,30,998	4,08,777
Paper and Pasteboard	„	.....	.....	.....	38,18,468	35,36,434	34,49,130
Perfumery	„	.....	.....	.....	6,77,474	6,68,195	5,65,668
Railway Plant and Rolling Stock ...	„	.....	.....	.....	1,55,85,098	1,65,83,110	1,96,34,219
Salt	tons.	358,762	423,659	359,691	59,01,783	66,87,771	57,53,643
Silk, Raw	lbs.	2,210,877	1,902,501	1,726,860	98,51,394	79,53,198	71,15,704
„ Piece Goods	yards.	11,478,398	11,950,959	11,696,450	1,17,09,441	1,26,30,316	1,15,93,378
Soap	cwt.	29,227	41,789	46,155	5,49,844	7,46,179	7,75,588
Spices	lbs.	37,225,862	37,177,074	51,229,494	55,61,264	56,54,448	69,48,612
Stationery (Excluding Paper). ...	value.	.....	.....	.....	16,01,886	17,15,308	18,23,552
Sugar and Sugarcandy, Refined ...	cwt.	762,136	1,222,074	1,429,377	1,21,54,281	1,77,36,174	1,71,25,173
„ Unrefined (Molasses, Goor, &c.)...	„	7,438	3,316	3,884	21,563	17,386	15,858
Tea	lbs.	3,228,885	3,726,660	4,177,082	23,37,533	31,67,627	32,61,040
Toys and Requisites for Games ...	value.	.....	.....	.....	11,49,146	12,81,539	11,28,750
Umbrellas	No.	3,725,658	4,449,015	2,976,847	26,01,385	33,12,626	22,25,822
Wood, Teak Timber...	tons.	17,282	15,134	17,543	8,42,117	6,99,670	7,19,845
„ Other Sorts, including woodenware	value.	.....	.....	.....	4,41,587	3,92,004	3,11,361
Wool, Raw...	lbs.	2,652,261	2,676,112	2,849,911	6,50,604	6,73,879	6,96,243
„ Piece Goods	yards.	9,205,534	10,735,832	10,625,837	97,46,137	98,83,221	1,05,97,555
„ Shawls, Braids, &c.	value.	.....	.....	.....	26,37,731	23,92,628	24,95,548
All other Articles	„	.....	.....	.....	1,25,79,774	1,46,51,810	1,23,78,053
Total Value Rs....		.....	.....	.....	52,45,59,781	53,59,74,718	50,80,19,852

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and value of the Principal Articles Exported in the years ending 31st December 1883, 1884 *and* 1885.

ARTICLES.	Quantities.			Value.		
	1883.	1884.	1885.	1883.	1884.	1885.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	313,568	366,346	322,962	1,27,44,743	1,48,29,428	1,18,76,263
Cotton—Raw ... ... „	6,011,786	5,792,241	3,670,460	14,63,91,865	14,84,15,551	9,64,32,091
„ Twist and Yarn ... ... lbs.	49,645,502	61,601,408	74,016,455	1,92,54,269	2,31,39,478	2,62,11,504
„ Piece Goods ... ... yards.	52,016,412	49,367,072	53,254,305	80,62,694	80,10,247	85,90,074
„ Shawls, Hosiery, &c. ... value.	.....	.....	.....	6,33,018	7,57,343	6,92,348
Coir, Unmanufactured ... ... cwts.	12,507	23,824	11,620	1,00,949	1,73,319	78,951
„ Manufactured (excluding Cordage). „	174,647	203,363	197,273	15,58,465	18,79,135	17,51,485
Dyeing and Colouring Materials—						
Indigo ... ... „	169,692	142,700	158,565	4,64,37,313	3,86,30,786	4,30,95,728
Myrabollams ... ... „	496,645	475,509	640,472	19,75,276	20,06,120	28,09,360
Cutch and Gambier ... ... „	299,747	262,408	231,821	34,24,049	31,16,575	26,32,056
Other sorts ... ... „	111,071	171,420	163,994	6,96,722	11,32,088	12,77,418
Grain and Pulse—						
Rice in the Husk ... ... „	183,320	270,943	431,234	2,92,172	5,34,443	8,58,610
„ not in the Husk ... ... „	28,851,343	22,744,658	25,636,995	8,31,08,074	7,62,06,851	8,23,75,889
Wheat ... ... „	22,228,486	13,998,147	22,077,283	9,37,86,359	5,74,28,578	8,34,51,384
Other Sorts ... ... „	1,198,212	1,441,202	1,059,402	34,97,422	41,71,131	33,50,852
Hides and Skins—						
Hides ... ... „	698,361	775,995	882,867	2,58,63,063	2,84,13,588	3,17,43,627
Skins ... ... „	183,771	171,510	197,365	2,01,05,520	1,85,51,243	2,06,03,966
Jute—Raw... ... ... „	8,546,332	8,232,813	6,841,573	5,08,67,474	4,95,14,926	3,79,55,318
„ Gunny Bags ... ... Nos.	65,846,231	79,782,506	60,537,727	1,29,34,886	1,48,21,010	1,01,35,858
„ Cloth ... ... yds.	5,662,690	12,579,748	19,474,250	6,40,423	11,73,465	14,18,045
„ Other Sorts ... ... cwts.	2,097	2,900	3,101	24,431	37,030	25,001
Lac—Shell, Button, Stick, &c. ... „	126,126	122,725	159,783	62,69,268	55,37,166	61,04,068
Opium ... ...chests.	92,910	89,093	87,372	11,36,37,530	11,13,62,496	10,76,68,120
Oils ... ... gallons	4,044,249	4,805,765	4,314,033	45,58,310	51,88,092	47,06,801
Oils ... ... cwts.	52,971	65,532	51,032			
Provisions.... ... ... value.	.....	.....	.....	28,91,078	30,98,477	37,12,066
Spices ... ... lbs.	19,412,053	17,587,660	24,662,510	39,09,010	36,96,393	53,60,574
Saltpetre..... ... ... cwts.	441,681	454,431	444,666	42,31,696	42,90,182	40,82,490

Seeds—						
Linseed	„	8,549,827	7,998,167	8,942,218	4,54,51,726	4,46,22,920	5,72,65,820
Rape	„	3,788,632	4,762,222	4,777,290	2,34,70,828	2,83,95,864	2,08,01,781
Gingelly	„	2,477,707	2,428,956	2,486,392	1,66,92,870	1,75,31,060	1,74,87,511
Poppy	„	516,699	626,103	692,716	29,92,159	38,93,814	40,68,893
Castor	„	269,642	665,872	559,639	12,46,523	30,25,693	24,56,912
Groundnuts	„	554,045	730,582	682,758	28,83,421	38,82,248	35,37,551
Other sorts	„	265,152	466,523	317,441	14,73,561	23,04,822	16,07,609
Silk, Raw...	lbs.	1,633,822	1,624,720	1,449,182	64,47,892	48,54,944	33,52,851
„ Piece Goods	yds.	2,851,357	3,558,406	4,009,645	28,22,325	32,61,511	33,85,920
Sugar and Sugarcandy, Refined ...	cwts.	205,782	64,371	26,706	22,93,797	8,32,536	3,32,513
„ Unrefined (Molasses, Goor, &c.) ...	„	1,532,681	1,067,812	1,023,765	75,16,842	50,45,889	43,64,416
Tea	lbs.	60,921,919	63,537,338	69,767,428	4,08,41,603	4,08,91,727	4,34,44,349
Tobacco	„	17,045,930	16,380,665	11,896,440	16,11,663	15,51,589	12,62,869
Wood, Teak	tons.	44,006	44,343	59,687	49,12,777	49,98,966	66,54,922
„ Other sorts (including woodenware.)	value.	.....	.....	.....	5,00,644	4,71,207	6,08,006
Wool, Raw...	lbs.	21,160,597	18,698,741	20,592,341	79,98,134	70,72,056	76,58,520
„ Manufactures of	value.	.....	.....	.....	12,88,737	12,45,781	8,12,289
All other Articles	„	.....	.....	.....	1,65,72,877	1,51,44,709	1,68,39,141
Total Value Rs....		.....	.....	.....	85,49,14,458	81,51,42,477	79,49,41,820
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,161,532	1,121,675	1,117,360	7,23,791	7,73,749	7,21,637
„ Piece Goods	yds.	75,678,071	62,904,395	73,472,568	1,39,29,294	1,15,38,162	1,34,65,314
„ Shawls, &c.	value.	.....	.....	.....	3,54,084	3,51,682	4,14,974
Ivory, Unmanufactured	lbs.	209,612	222,990	261,444	10,03,964	10,38,680	12,81,651
Metals	cwts.	239,964	211,087	142,720	13,22,936	12,12,784	10,18,395
Silk, Raw	lbs.	125,159	148,974	104,282	4,08,995	5,02,191	3,71,499
„ Piece Goods	yards.	249,330	429,696	369,876	2,68,425	3,43,020	3,30,289
Spices	lbs.	1,244,115	1,269,758	2,024,213	3,48,520	2,75,508	5,19,047
Sugar and Sugarcandy, Refined ...	cwts.	147,187	162,416	155,945	23,86,035	24,17,441	18,67,536
Tea	lbs.	489,120	918,758	874,273	4,34,300	8,77,518	8,90,331
Wool, Raw...	„	5,060,664	6,405,888	7,498,512	22,25,724	27,45,738	32,62,980
All other Articles	value.	.....	.....	.....	67,03,179	69,90,592	66,48,490
Total Value Rs....		.....	.....	.....	3,01,09,247	2,90,67,065	3,07,92,148
Grand Total Rs....		.....	.....	.....	88,50,23,705	84,42,09,542	82,57,33,963

APPENDIX HH.—*contd.*

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1884 and 1885.

ARTICLES.	Quantities.		Value.	
	1884.	1885.	1884.	1885.
			Rs.	Rs.
Apparel, &c. (including Boots and Shoes) .... value.	.....	.....	33,56,718	33,96,410
Arms, Ammunition, &c. ... ... „	.....	.....	3,19,575	4,42,094
Building and Engineering Materials ... ... „	.....	.....	4,11,715	3,59,404
Cabinetware and Furniture ... ... „	.....	.....	4,82,336	2,61,397
Candles ... ... lbs.	891,544	762,028	3,44,577	2,71,232
Clocks and Watches ... ... No.	53,182	65,837	6,21,008	7,30,380
Coal, Coke and Patent Fuel... ... ... Tons.	509,282	564,697	86,24,390	91,54,190
Cotton—Twist and Yarn ... ... lbs.	14,288,806	13,280,195	1,06,01,568	91,89,559
„ Piece Goods ... ... Yards.	579,178,260	562,969,320	6,95,91,408	6,53,56,667
„ Shawls and Handkerchiefs ... ... No.	11,567,772	12,094,412	14,94,449	13,30,212
Chemical, Products and Preparations ... value.	.....	.....	8,65,279	11,69,630
Drugs and Medicines ... ... „	.....	.....	15,62,451	15,08,916
Dyeing and Coloring Materials ... ... „	.....	.....	16,27,545	15,06,060
Earthenware and Porcelain ... ... „	.....	.....	5,90,873	5,87,577
Fireworks ... ... „	.....	.....	3,79,532	4,07,088
Glass ... ... „	.....	.....	26,76,620	25,81,476
Gums and Resins ... ... cwts.	39,688	35,106	6,08,226	5,07,712
Hardware and Cutlery ... ... value.	.....	.....	34,14,868	37,42,304

Hides and Skins—				
Hides	No.	16,003	7,059	68,586	40,489
Skins	,,	140,117	159,113	1,20,976	1,38,223
Instruments and Apparatus...	value.	.....	.....	7,05,014	7,74,612
Ivory, unmanufactured	lbs.	412,742	571,721	20,63,601	27,91,189
Jewellery, &c.	value.	.....	.....	18,36,960	18,89,506
Leather (including Saddlery, &c.)	,,	.....	.....	10,63,841	8,37,847
Liquors, Ale Beer and Porter	gallons	226,334	242,479	4,70,571	5,14,156
,, Spirits, Wines, &c.	,,	359,024	404,016	25,16,616	27,28,805
Machinery and Millwork	value.	.....	.....	78,29,639	53,67,842
Matches, Lucifer and other...	,,	.....	.....	7,45,616	6,38,996
Metals	Tons.	99,348	93,118	2,12,35,643	1,97,11,457
Oils	gallons	4,432,612	7,774,261	21,36,929	34,72,441
Paints and Colors (excluding Painters' Materials)	cwts.	70,756	70,052	6,77,960	7,11,339
Paper and Pasteboard	value.	.....	.....	16,35,297	19,91,581
Perfumery	,,	.....	.....	4,05,831	3,26,035
Provisions	,,	.....	.....	45,30,503	51,58,924
Railway Plant and Rolling Stock	,,	.....	.....	82,60,781	1,21,85,061
Silk, Raw	lbs.	1,421,565	1,384,530	59,04,464	55,79,690
,, Piece Goods	yards.	4,765,802	4,534,200	53,06,315	47,33,913
Spices	lbs.	6,350,087	10,827,681	15,50,832	21,33,420
Sugar, refined and unrefined	cwts.	1,138,929	1,297,819	1,66,90,915	1,53,45,194
Tea	lbs.	3,330,429	3,724,085	29,91,763	30,87,706
Tobacco, Cigars, &c.	,,	227,253	281,348	2,47,080	2,61,902
Umbrellas	No.	971,436	943,541	9,15,082	8,46,243
Woolen Piece Goods	yards.	4,764,238	4,738,788	45,35,820	47,67,609
All other Articles	value.	.....	.....	1,47,90,308	1,50,00,680
Total value Rs....		.....	.....	21,68,10,081	21,35,37,168

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1884 and 1885.

ARTICLES.	Quantities.		Value.	
	1884.	1885.	1884.	1885.
INDIAN PRODUCE AND MANUFACTURES.			Rs.	Rs.
Coffee ... ... cwts.	25,965	31,206	6,92,992	8,23,423
Coir and Coir Yarn ... ... ,,	50,804	47,780	3,98,921	3,71,720
Cotton—Raw ... ... ,,	4,556,233	2,733,834	11,89,04,163	7,35,55,194
,, Twist and Yarn ... ... lbs.	58,790,598	71,822,858	2,20,90,500	2,53,98,374
,, Piece Goods ... ... yards.	37,168,241	37,386,658	44,22,358	47,34,897
,, Shawls, Handkerchiefs, Hosiery, &c. ... value.	.....	.....	2,87,453	2,42,360
Dyeing and Coloring Materials—				
Myrabollams ... ... cwts.	288,389	464,663	13,73,575	21,93,670
Other sorts ... ... ,,	26,079	35,280	8,62,622	11,25,069
Grain and Pulse—				
Rice ... ... ,,	662,264	497,768	31,36,712	23,53,084
Wheat ... ... ,,	7,552,270	11,307,527	2,98,90,342	4,13,27,770
Other sorts ... ... ,,	283,271	446,861	9,35,429	14,19,887
Hides and Skins—				
Hides ... ... No.	487,933	755,600	16,24,027	23,09,646
Skins ... ... ,,	2,919,432	3,094,547	32,96,741	35,71,355
Oils ... ...gallons	200,243	107,363	4,27,986	2,84,848
Opium ... ...chests.	39,974	37,055	4,82,29,560	4,45,11,250
Seeds—				
Linseed ... ... cwts.	4,280,174	5,204,212	2,45,76,015	3,13,28,337
Rape ... ... ,,	1,400,699	1,745,995	92,18,346	96,42,624

Gingelly	1,464,197	1,342,152	1,06,87,408	96,52,168
Poppy	209,821	270,432	13,07,305	15,15,011
Groundnuts	576,990	530,200	31,31,165	28,11,596
Other sorts	316,224	222,195	14,91,954	10,57,238
Spices ... ... lbs.	4,449,496	6,110,110	12,48,678	15,99,788
Sugar, refined and unrefined ... ... cwts.	19,016	12,773	1,69,496	1,03,015
Tea ... ... lbs.	64,052	85,604	53,065	66,895
Tobacco, Cigars, &c.	5,281,153	5,082,332	6,77,977	6,18,035
Wool, Raw	15,055,936	15,647,556	56,78,525	58,94,818
Woolen Shawls ... ... No.	20,892	6,833	6,56,704	2,78,734
All other Articles ... ... value.	.....	.....	66,00,139	92,68,362
	.....	.....	30,20,70,158	27,80,59,168
FOREIGN MERCHANDISE.				
Cotton—Twist and Yarn ... ... lbs.	978,672	946,424	6,93,960	5,88,585
„ Piece Goods ... ... yds.	60,579,054	71,285,161	1,11,21,306	1,31,03,748
„ Shawls and Handkerchiefs ... ... No.	1,576,182	1,549,296	2,32,344	2,83,976
Gums and Resins ... ... cwts.	25,637	33,144	3,64,849	7,79,855
Ivory, unmanufactured ... ... lbs.	222,990	261,444	10,38,662	12,81,651
Provisions ... ... value.	.....	.....	7,41,233	10,18,408
Silk, Raw ... ... lbs.	144,526	99,202	4,89,371	3,39,025
„ Piece Goods ... ... yards.	333,283	347,019	3,06,484	3,12,192
Sugar, refined ... ... cwts.	161,531	159,331	24,03,839	18,43,695
Tea ... ... lbs.	918,401	874,017	8,77,234	8,90,138
Wool, Raw ... ... „	2,482,284	2,454,928	10,84,448	10,72,291
Woolen Piece Goods ... ... yards.	171,961	231,024	1,80,579	2,41,705
All other Articles ... ... value.	.....	.....	49,73,723	45,97,958
Total value Rs....	.....	.....	2,45,08,032	2,63,53,217
Grand Total Rs....	.....	.....	32,65,78,190	30,44,12,385

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